

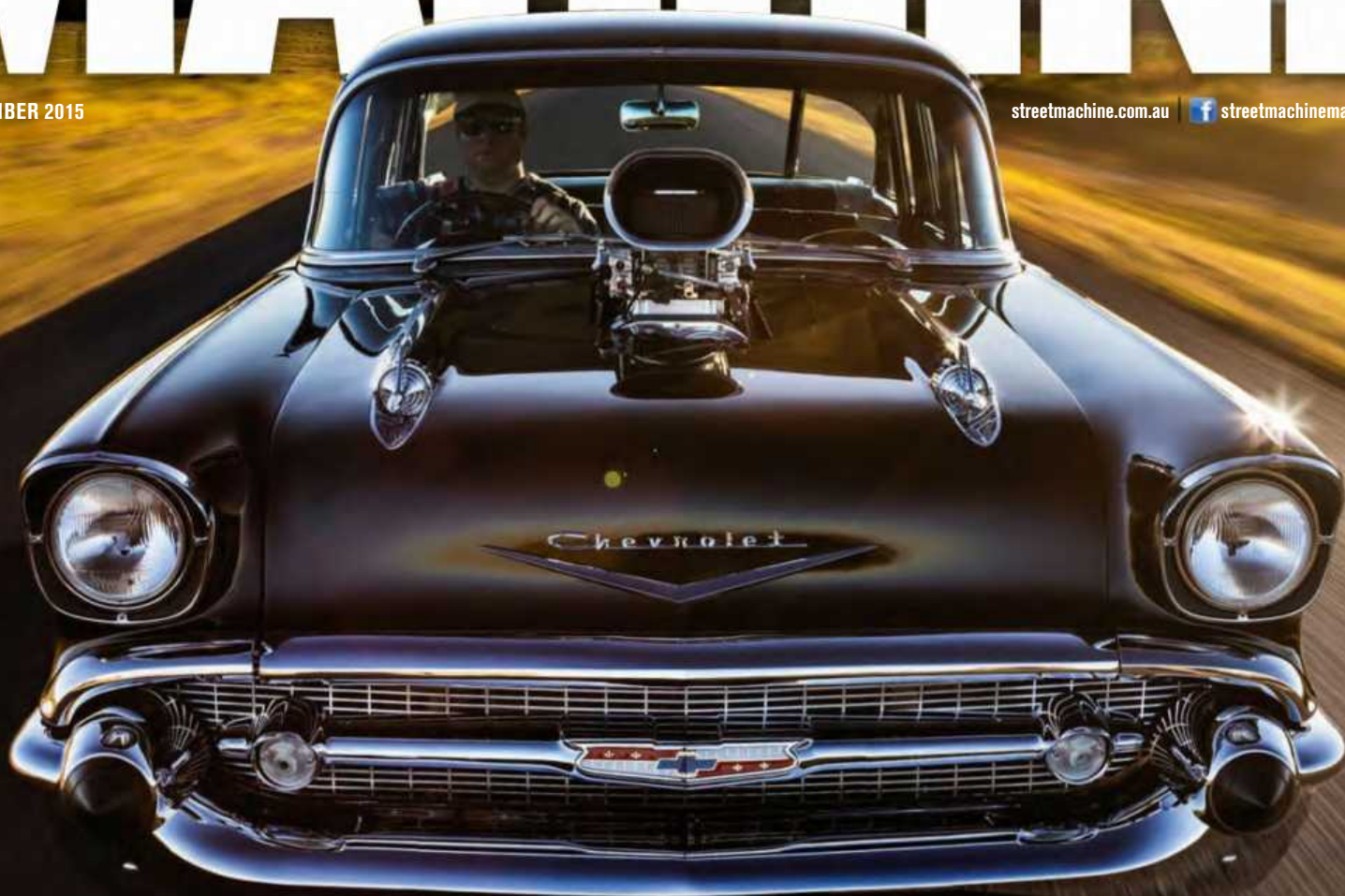
VALVOLINE STREET MACHINE OF THE YEAR: **VOTE & WIN**

\$9.50 incl GST
NZ \$9.95 incl GST

Street

SEPTEMBER 2015

streetmachine.com.au  streetmachinemagazine



FAST 57

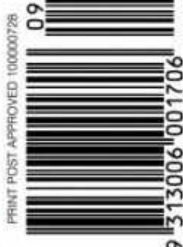
BORN TO RUN

1000HP BLOWN 400-CUBE '57 CHEV LIVES FOR THE STREET



❖ **HAIR-RAISING!**
TERRIFYING 8-SECOND
COLUMN-SHIFT TURBO HR

INSIDE: 3000HP BENTLEY CONTINENTAL /
MOTOREX / 650HP BLOWN RED SIX /
RED CENTRE NATS SURVIVAL GUIDE





aeroflowperformance.com

AEROFLOW

PERFORMANCE PRODUCTS

Aeroflow is synonymous with premium quality performance products. Aeroflow manufacture a very extensive range of hoses, fittings and performance products. Our objective has been to incorporate state-of-the-art manufacturing, aerospace quality materials and rigid quality controls to produce quality performance products at extraordinary value. Aeroflow has not only the highest quality hose and fittings available we are a true Performance Product supplier with a product range including engine parts, fuel system components, oil systems, silicone hose, fabricated tanks, workshop tools and much more. Feel free to visit the Aeroflow website at www.aeroflowperformance.com to view the full range of products and get more information. You can also download or order your FREE copy of the complete Aeroflow product catalogue which will give you a great product reference of the whole Aeroflow range.

Try an Aeroflow product today!



As used by:
Mark HAYES
Pro Nitrous TORANA

SHOP ONLINE @
www.aeroflowperformance.com
OR AT YOUR LOCAL DISTRIBUTOR, QUALITY RETAIL OUTLET OR INSTALLER.



Follow us at:
facebook.com/aeroflowperformance



Oil Coolers

Highest quality coolers, wide range of applications and profiles. These stack plate (modular style) coolers are fully brazed on all contact surfaces inside and out, brazed seam that withstands vibrations and pulsations in the toughest environment. Great for Motor homes, low vehicles, race cars, passenger cars and even motorcycles can realize extended engine and/or transmission efficiency and life.



Billet Bonnet Hinges

Aeroflow Billet bonnet hinges to fit HQ Holden and LH - UC Torana. Aeroflow Billet hinges include quality ball bearing joints and mounting bolts and are direct OE fitment. Available in polished or shiny black anodised finish.



Billet Engine & Transmission Dip Sticks

High quality flexible dipsticks for most engines and transmissions firewall or engine mounted.



Aeroflow tanks

Massive range of fabricated aluminium tanks. Fuel tanks, breather tanks, overflow tanks, oil tanks, washer tanks, surge tanks, power steering tanks and much more. In polished aluminium or black anodised for use with E85 and methanol. For full range and sizes check out our website at www.aeroflowperformance.com



Aluminium Hardline

Quality mandrel bends for universal fabrication applications including turbo & intercooler piping.



Built in boss to suit trans temp senders.

Aluminium Transmission Pans

One piece billet rail for precise fitment and strength. Deep fabricated Aluminium design with Filter extensions



Show Quality Chrome Hose Ends

Polished and then chromed these Elite series hose ends are the best finish available. Easy to clean.



Massive Range of Hoses & Fittings

Aeroflow has everything you need for a professional automotive plumbing job. Fuel Oil & Brake systems



SILICON HOSE AND BENDS

Great range of Hi-Temp silicone hoses and bends to plumb up your engine bay and intercoolers.



UNIVERSAL INTERCOOLERS & ALUMINIUM TUBE & BENDS

Perfect for turbo and supercharged applications. You can make your own piping with a variety of intercoolers different sized pipe, mandrel bends and all the clamps and accessories required.



MASSIVE RANGE OF FITTINGS

Aeroflow lead the industry with fittings for all automotive applications, street, race, show Aeroflow has it.



STEPPED HOSE ENDS

Male and female stepped hose ends for direct fit eliminating the need for multiple fittings.



FLEXIBLE ADHESIVE HEAT BARRIER

Comes with or without adhesive backing. Withstands 2000°F / 1100°C radiant heat.



PERFORMANCE MUFFLERS

Get a tough sound with minimal restriction with Aeroflows chambered mufflers.



OIL PANS & TRANS DUST COVERS

Standard & competition oil pans available in raw, black and chrome finish. Trans dust covers also available.

CAMTECH CAMS

Performance
you can **FEEL**

"Think of your Camshaft
as the Brains of your Engine."

Controlling the critical opening and closing of the valves - the single most important factor for creating horsepower. However getting the right advise on camshaft design and related components can be a challenge.

CAMTECH Cams have the solution! Members of our team are engine builders, cam designers and racers who have a vast knowledge of engine combinations for all types of motor sport, and know how to match the correct camshaft and valve train components to your application. And knowing that an off the shelf camshaft may not fit your specific requirements, our team can assist you in designing a custom camshaft and optimum valve train package for your engine application.

Phone: 02 9540 1333

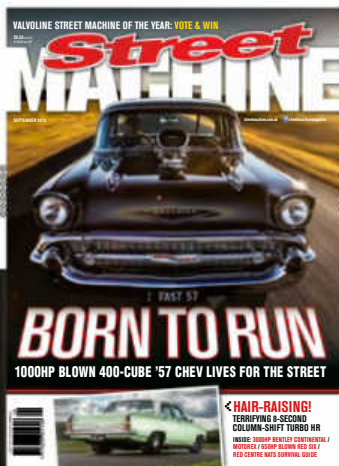
Web: www.camtechcams.com.au

CAMTECH CAMS



find us on
facebook





**Street
MACHINE**

WEBSITE

www.streetmachine.com.au



FACEBOOK

[streetmachinemagazine](https://www.facebook.com/streetmachinemagazine)



INSTAGRAM

[streetmachinemag](https://www.instagram.com/streetmachinemag)



TWITTER

[@STREETMACHINE1](https://twitter.com/STREETMACHINE1)



YOUTUBE

[STREETMACHINETV](https://www.youtube.com/streetmachinetv)



MAIL

**Street Machine, Locked Bag 12,
Oakleigh, Vic 3166**



PHONE

(03) 9567 4200



FAX

(03) 9567 4100



SUBSCRIBE

www.magshop.com.au

Email: magshop@magshop.com.au,

Call: 136 116 8am-6pm (EST) Mon-Fri,

Post: Magshop, GPO Box 5252, Sydney, NSW 2000



TELFO

SIMON TELFORD

THE time of the year has come where we ask you guys to have your say and help decide who will win the 2015 Valvoline Street Machine Of The Year. With a \$20,000 winner-takes-all prize, it is the richest award in our sport.

The thing that differentiates Street Machine Of The Year from any of the other great awards that all top-level car builders aspire to (think the *Street Machine* Summernats Grand Champion and Top Judged Awards, MotorEx's Grand Master and our own Drag Challenge) is that SMOTY is decided purely on the basis of what you guys reckon is cool. All the things that count in other competitions, such as show judging points or quarter-mile times, don't necessarily enter into it. If those factors are important to you, then they'll help guide your vote, but the highly subjective matters of style, stance and the story of the build may well be more significant.

After all, it is entirely possible to build a car that is technically perfect or blisteringly fast but may not have the all-important x-factor. And the only people that can judge that is you guys, so check out the contenders on page 70 and cast your vote, either online or via SMS. And for your trouble, you could win a VIP trip to *Street Machine* Summernats 29! The last few winners of the readers' voting prize have had a blast, so be in it to win it!

Choosing 16 cars from the past 12 months of *Street Machine* is always tough, but the list of contenders this year is pretty neat, I reckon. We've got a mix of pro-built elite showstoppers, brutally tough pro streeters, and some very tidy cars built at home by regular folks with a street machine addiction! Whoever wins, we love being able to recognise and reward the passion and commitment that goes into building a SMOTY contender. Delivering the famous trumpet trophy is probably the best part of this job – almost as good as ringing up folks to tell them they've won a newly restored muscle car!

THE 2015 SMOTY CONTENDERS INCLUDE ELITE SHOWSTOPPERS, TOUGH PRO STREETERS AND SOME VERY TIDY CARS BUILT AT HOME

Yep, the *Street Machine/Unique Cars* giveaway HQ Holden has found its new owner, namely Craig Flavel from Avenel, Victoria. We've got a few last things to tweak on the car before we hand it over; we'll bring you vision of the happy winner and his new ride when we do.

You may have noticed the past couple of issues of *SM* look a little different. That is because our former art director Gavin Morrison has temporarily returned to the big chair and treated the old girl to a tune-up and a respray for a more open, brighter look. We hope you like, but we love to hear feedback, so drop us a line if you have any suggestions or criticisms for how the mag looks and reads.

And we are welcoming two new members of the *SM* team this month: artist Leah Gionis and editorial assistant Aiden Taylor. Leah is a major talent with the crayons and mouse and is a true petrolhead too, with an FC Holden in her resumé. Despite the surname, Aiden is no relation to our Scotty, but he is here to help out with the stuff that Scotty does best – writing stories, making videos and swinging the odd spanner. It is a tough job, but someone has to do it! Catch you next month. 🛠️



CONTENTS

SEPTEMBER 2015 | VOLUME 35 | ISSUE 9



18



50



70



89



106



> FEATURES

- 18 LEGEND: CRAIG BREWER**
The drag racing community loses another shining light – pro street icon Craig Brewer
- 50 MOTOREX SYDNEY**
Sydney turns on the winter sunshine for the best MotorEx yet
- 70 VALVOLINE SMOTY**
Sixteen sweet rides, only one winner. You get to decide the 2015 Street Machine Of The Year
- 89 RED CENTRE NATS**
Wild and free in the NT: Your survival guide to the inaugural Red Centre Nats in Alice Springs
- 106 BEACH HOP 2015**
Rain couldn't keep all manner of pre-'72 classics away from NZ's awesome Beach Hop weekend
- 128 BLOWN RED SIX**
Jeff and Matt Ramsay turn the humble Holden red motor into a blown 650hp beast
- 138 URBAN WARFARE**
Arby checks out the ins and outs of rear-mounted turbo systems
- 170 MILL OF THE MONTH**
Inside Herrod Motorsport and Armageddon's howling twin-turbo 5.0L Ford Coyote V8

> REGULARS

05 TELFO 10 NEWSFRONT 16 SPIT & POLISH
24 SNAPSHOT 26 FANGING FLICK 29 YOUR
STUFF & PRIVACY NOTICE 134 DIRTY STUFF
137 WILD AT HEART 138 URBAN WARFARE
143 TOP 10 LISTS 144 STAGE WRITE 146 IN
GEAR 150 IRON MAIDEN 152 READERS'
ROCKETS 158 YOUNG GUN 162 LOL 166 SUNDAY
TOO FAR AWAY 170 MILL OF THE MONTH



128

042

BLAZE OF GLORY

Darren Blackman entlists good mate Howard Astill to help him build this gorgeous Blaze Blue XB hardtop



GAME CHANGER

Brit Steve Neimantas combines prestige with power in his wild 3000hp Drag Week-ready Bentley

120





034

RUNNING ON PLENTY

John Mawhinney's sinister 1000hp '57 210 embodies his twin obsessions – black and blown!



GRANDPA'S AXE

Steve Xuereb gives his grandpa's old HJ Premier a 632ci, 900hp overhaul

076



LOOSE CANNON

Having bagged some tinware at Summernats 28, Kris Nothdurft's SS ute is gunning for sevens

098



< 062

MODERN FAMILY

With a Chev-powered LH and an HR rocking a turbo LS between them, life is sweet for Mark and Raelene Drew



< 082

HOTTEST 100

You can't beat the classics, as Kevin Edwards's sharp 'n' slammed '66 F100 proves



< 114

HAULIN' ASS

Joe Hickenbottom might have retired, but this Californian's sweet '66 Cuda means he sure ain't slowing down



Street MACHINE

EDITOR

Simon Telford

KEYBOARD, CAMERAS AND SPANNERS

Scott Taylor

ART ATTACK

Gavin Morrison, Leah Gionis

SUB-EDITORS

Brett Collingwood, Tristan Tancredi

WEB GURUS

Bonnie Jacks, Ryan Lewis

ED ASSISTANT

Aiden Taylor

CHAMPION CONTRIBUTORS

Mark Arblaster, Peter Bateman, Victor Bray, Andrew Broadley, Dave Carey, Carly Dale, Andrew Goodwin, Nigel Grimshaw, Matthew Howell, Nathan Jacobs, Iain Kelly, Bob Kotmel, Jordan Leist, Andy Lopez, Simon Major, Michelle Porobic, Alastair Ritchie, Trent Sherill, Chris Thorogood, Glenn Torrens, Noel Tuckey, Boris Viskovic, Thomas Wielecki

COVER IMAGE

Chris Thorogood

GROUP SALES MANAGER

Matthew Rice

(02) 9263 9706, mrice@bauer-media.com.au

BRAND SALES MANAGER

Joseph Lenthall

(02) 8114 9421, jlenhall@bauer-media.com.au

VICTORIAN SALES MANAGER

Bruce Williams, Overdrive Media

0418 349 555, bruce@overdrivemedia.com.au

QUEENSLAND SALES MANAGER

Todd Anderson

0409 630 733

SOUTH AUSTRALIAN SALES MANAGER

Nick Lenthall

0439 485 835, nick.lenthall@bauertrader.com.au

WESTERN AUSTRALIAN SALES MANAGER

Greg Boase

0408 516 176, greg.boase@bauertrader.com.au

AGENCY SALES MANAGER - NSW

Max Kolomiets

(02) 8275 6486, max.kolomiets@bauertrader.com.au

AGENCY SALES MANAGER - VIC

Andrea de Kauwe

(03) 9567 4388, andrea.dekauwe@bauertrader.com.au

ADVERTISING PRODUCTION

Amanda Willoughby

BUSINESS ANALYST

Christopher Lobo

PROMOTIONS

Natalie Frazer

CIRCULATION MANAGER

Stuart Jones

PRODUCTION CONTROLLER

Lynda Jordan

OPERATIONS & FINANCE MANAGER

Richard Wein

EDITORIAL OPERATIONS MANAGER

Adam Morrissey

ASSOCIATE PUBLISHER

Ged Bulmer

BAUER TRADER CEO

Keith Falconer

BAUER MEDIA CEO

David Goodchild



ISSN 0810-0187

A division of Bauer Media LTD ACN: 18 053 273 546

MAN LIKE HORSEPOWER



Valvoline Synpower flows faster to all parts of the engine for the power man instinctively craves.

SYNPOWER.COM.AU

WIN A HOT LAP

with

GLENN SETON
FOR YOU AND A MATE.
AND MORE.

at the



5 & 6 September 2015



**Visit Valvoline Australia
Facebook page to enter.**

Promotion ends 14 August 2015. T&C's apply.



NEWS FRONT

AUGUST 2015: ALL THE NEWS THAT MATTERS
STORY BORIS VISKOVIC



PROJECT TSUNARMY

> THE LATEST PROJECT FROM TEAM ARMY IS THIS PIMPED-OUT MERCEDES G-WAGEN

FOLLOWING on from their highly successful Armygeddon and Project Digger builds, Team Army are at it again with their latest build based on the Mercedes-Benz G-Wagen, Project TsunARMY.

"Project Digger, a '78 Ford LTD that was a general's staff car, and Armygeddon, which represented our Land Rover fleet, were about the Australian Army's history," project manager Lt Col Tom Regener explains. "We thought it would be great to do something that represents the modern army. We recently acquired 2268 G-Wagens.

Before we do a major capital procurement like that, we run very rigorous trials, and at the end we purchase the preferred vehicle."

While in most cases the army would auction the test vehicle off, those trials take quite a toll and the G-Wagen copped a flogging. In that respect, it's not too different to your regular street machiner's project car.

With a requirement to keep the car fully ADR-compliant, Team Army has employed the expertise of Chris Spicer Engineering, and as they're only used to dealing with flat finishes and

camo paint schemes, HOK's Owen Webb has donated his time to offer advice and expertise.

The purpose of TsunARMY isn't just to chuck laps and kill tyres, though. As with Team Army's previous projects, it's about informing the public that the defence forces aren't just about combat roles; they're also a great option for people looking to get into a trade. "Since we've been running Team Army we've no shortage of people coming to do technical training," Lt Col Regener says. "People can relate to what Team Army does, and that's why it has been so successful!"

WINNER WINNER!

OUR Project HQ competition was drawn just as this issue went to bed and we are proud to announce that the black beauty has gone to Craig Flavel from Avenel, Victoria. Craig is a Holden man through and through, with a few toughies in the shed to keep the HQ company. Congrats, mate!



PETROLHEAD HEAVEN

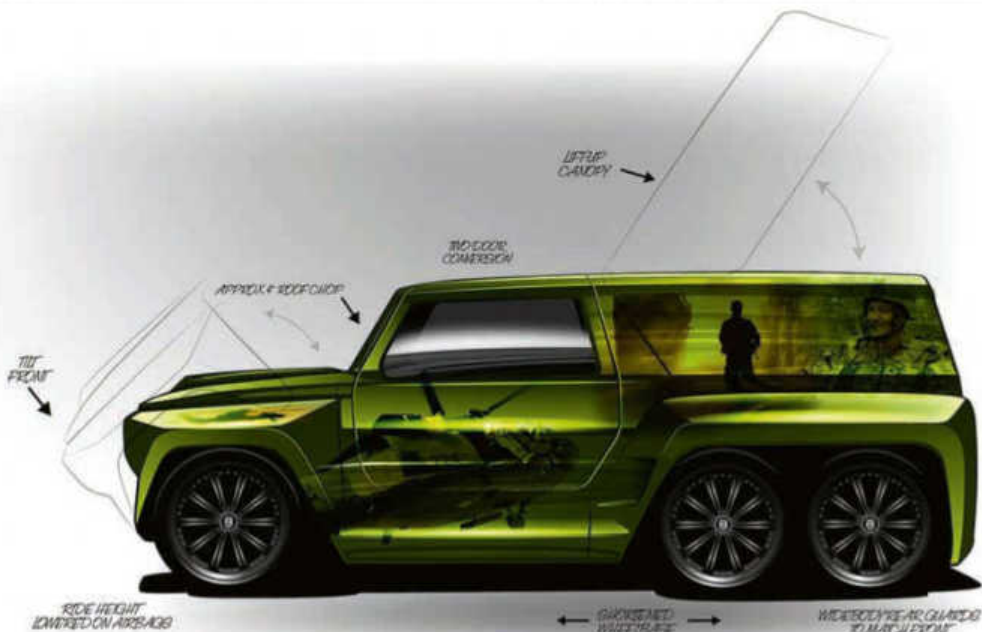
SHANNONS and Forza Motorsport 6 have teamed up to give punters the opportunity to win a trip to the States and experience some of America's finest race tracks. The prize is a 14-day petrolhead adventure for two, which includes tickets to the Indycar Firestone 600 race at the Texas Motor Speedway plus a hot lap of the track; a supercar experience at the Las Vegas Speedway; and a tour of Laguna Seca. You also score spending money, a Mustang hire car and all flights and accommodation. To enter, you just need to get a quote from Shannons, easy! Visit shannons.com.au for the details.

CHOPPING AT CHOPPED

THE next instalment of the annual Chopped Rod & Custom show (2-3 October) is shaping up to be a cracker. Chopped's Ryan Ford is thrashing on a crazy Hemi-powered five-window 1932 drag coupe to debut at the show, and a bunch of his Eldorado clubmates also have new rides on the boil. Ryan also has a '59 El Camino underway, which South Oz metal man Aaron Bray will be treating to a haircut live at the event. More info: chopped.com.au.

NEXT!

THE October issue is the next cab off the *Street Machine* rank. We'll check out Arby's new budget project (see Urban Warfare, page 138 for what he is thinking), say goodbye to Project Swinger, delve into the history of Mopars at Bathurst and preview this year's *Street Machine* Drag Challenge. Plus a whole bunch of feature cars and event coverage. On sale 17 September.



BENZ INTO SHAPE: The G-Wagen will sport some pretty major mods, with a tilt front and lift-up rear canopy, but the icing on the cake will be the gullwing doors – a nod to the SLS Mercedes supercars. While the decision on the engine hasn't been finalised yet, you can be pretty sure it won't be running the stock turbo-diesel V6. There could be a stonking Merc-based powerplant on the cards, but if not, there's a spare engine from Project Digger that could slot in quite easily



NEWS FRONT

SEPTEMBER 2015: ALL THE NEWS THAT MATTERS
STORY ANDREW BROADLEY

TURNING 21!

> **STREET MACHINE SUPERNATS COMES OF AGE**

PRIDE, bragging rights and a shit-ton of cash – it's all up for grabs when the quickest blown and turbocharged door cars in Australia go head-to-head at *Street Machine Supernats 21*, 19-20 September at Sydney Dragway. Should he get a full field of 16 cars for his Turbo vs Blown Outlaw Shootout, promoter Ahmet 'The Mad Turk' Sehirligil will put up a massive \$20,000 purse for the winner-takes-all contest. Well, almost all – there'll be a \$500 consolation prize for the first loser.

"Drag racing in Australia is in a slump at the moment, so I'm trying to pump it up a bit," Ahmet said. "I want to get back to early days of Supernats with plenty of grudge racing – it packs the place out."

The most hotly anticipated match-up will be Paul Mouhayet in the Moits Racing Outlaw 10.5 turbo Mustang facing Frank Mamone in his blown 'Cuda Doorslammer. Mouhayet is an outspoken proponent for turbo cars being allowed to race against blown machines in Top Doorslammer, and having enjoyed racing success here in Oz as well as Stateside in his hairdryer-equipped Pro Mod

Mustang, he'll be out to prove a point.

"The Shootout requires that cars have swinging doors, but other than that it's no rules – run what ya brung," Ahmet explained. "The track will be prepped to Group One standards, so we should see some really fast times, and if it works out and I get the right kind of support, I'll put it up to \$50,000 next year."

The big prize money offer also extends to the burnout comp, the winner earning \$5000 and a coveted Summernats Masters berth. Those prizes pretty much guarantee a massive field of big-hitting skid cars.

The 21st running of Supernats will debut an innovative event called Corkscrew, which is sure to sort the drivers from the talkers. On top of the usual show 'n' shine and plenty of drag racing action, you'll also get heads-up go-to-whoa and – for the first time in the history of Sydney Dragway – a superskid competition on the drag strip, with a \$1000 cash prize.

"It's all happening on the first weekend of school holidays, so we'll have plenty of rides and entertainment for the kids," Ahmet added.

Head to www.supernats.com.au for more info and entry forms.



ABOVE: It'll be blower vs turbo at *Street Machine Supernats 21*. Frank Mamone will present the case for superchargers in no uncertain terms in his Plymouth 'Cuda Doorslammer



BELOW: The hopes of the hairdryer brigade, meanwhile, will be pinned on Paul Mouhayet's turbocharged Mustang. With a PB of 5.89 seconds, you'd have to pin him as the favourite





WIN THE ULTIMATE FORZA MOTORSPORT DRIVING EXPERIENCE



XBOX ONE

FORZA 6
MOTORSPORT



LAGUNA
SECA RACEWAY

LAS VEGAS
SPEEDWAY

TEXAS MOTOR
SPEEDWAY

CIRCUIT OF
THE AMERICAS

Shannons and Forza Motorsport 6 are offering motoring enthusiasts the chance to win a trip to the USA for 14 days to coincide with the 2016 IndyCar Firestone 600. Travelling to San Francisco, Monterey, Las Vegas and Texas to experience some of the USA's best race tracks.

- 2 adult economy class fares to San Francisco, CA, USA and return from Dallas, TX, USA
- 13 nights twin share accommodation
- 13 days Ford Mustang GT (or similar) car hire*
- 2 adults tickets for a tour lap of Laguna Seca and Circuit of The Americas and a hot lap of Texas Motor Speedway
- 2 adults tickets for a driving experience at Las Vegas Speedway, driving either a Ferrari or Lamborghini**
- 2 adult Victory Lane Club Suite tickets to the 2016 IndyCar Firestone 600 at Texas Motor Speedway
- 1 Xbox One Kinect Console and a Forza Motorsport 6 game
- AUD \$1,000 spending money or AUD \$5,000 if you are an eligible Shannons Club member*
- Plus 10 runners up will win a Xbox One Kinect Console and a Forza Motorsport 6 game



To enter go to shannons.com.au/forza or call 13 46 46 and obtain an eligible quote on your Car, Bike or Home Insurance^ by 2 November 2015. Take out a new policy^ to receive 5 entries.

INSURANCE FOR MOTORING ENTHUSIASTS | CALL 13 46 46 FOR A QUOTE | SHANNONS.COM.AU

Shannons Pty Limited ABN 91 099 692 636 acts as agent and authorised representative of AAI Limited ABN 46 005 297 807, the issuer of Shannons Car, Bike and Home/Contents insurance products. Read the relevant Product Disclosure Statement and consider whether it is right for you before buying these insurance products. Contact us for a free copy. Competition conducted by Shannons Pty Limited, of Level 28, Brisbane Square, 266 George Street, Brisbane, QLD 4000. Competition commences at 12am on 3/8/2015 and closes at 5pm on 2/11/2015 (Melbourne time). It will only be possible to request an online Quote until 28/10/2015, however, telephone applications will continue to be available until 5pm 2/11/2015. Entry only open to eligible Australian residents aged 25 years or older. Eligible Entrants must be opted in to receive Shannons marketing communications. Total prize pool valued at up to \$42,698.90 (depending on major prize winner's point of departure). Prizes drawn at 12pm on 28/11/2015 at Salmat Digital Pty Ltd, L2, 116 Miller St, Nth Sydney NSW 2060. The winners will be notified by phone and email by 22/11/2015 and published in The Australian newspaper on 25/11/2015 and on the competition website. *Car hire is subject to the terms and conditions specified by the car hire provider. **Participants must be 25yrs+ and hold a valid AU driver's licence. +An Eligible Shannons Club Member is a Shannons Club member who has created a member profile, uploaded a profile image and images of an enthusiast vehicle and an ultimate vehicle at shannons.com.au/club. ^ New Shannons Motor Insurance or Shannons Home & Contents insurance quotes/sales only (renewals and CTP quotes/sales ineligible). Limit 1 quote per vehicle or insured address. Permits: ACT TP 15/06441, NSW LTPS/15/04993, SA T15/1128. Full competition terms and conditions at shannons.com.au/forza.

NEWS FRONT

SEPTEMBER 2015: ALL THE NEWS THAT MATTERS
STORY AIDEN TAYLOR

STAY TUNED

> STREET MACHINE LSX TUNER TO HIT SHELVES IN SEPTEMBER



THE second edition of *Street Machine LSX Tuner* is nearly upon us! On the cover is Steve Thomas's VK Blue Meanie replica, which demonstrates what can happen when you combine a mildly-hopped-up LSA motor with one of Brock's finest designs.

There are 13 feature cars jammed into the mag, ranging from old-school Holdens and Chevs jammed with LS horsepower through to a late model executive express and some top-end drag weapons. And like last time, there are plenty of tech yarns and special features to stir the imagination, including:

- An interview with LS engine guru Sam Baghdadi of Sam's Performance.
- Head upgrades with Nathan Higgins.
- The lowdown on the new direct-injection successor to the LS.
- Our guide to crate motors.
- Turbos v blowers: Which is right for you?

Plus, we have a hall of fame section dedicated to the best LS-powered feature cars from the last 12 months of *SM*, a bunch of engine porn and the latest new products from Australia and overseas.

Street Machine LSX Tuner is on sale 7 September!





SPRING CAMMING

IT'S THAT TIME OF YEAR AGAIN! SPRING CAMMING IS BACK!

**BUY ANY COMPLETE VCM CAMSHAFT KIT AND
RECEIVE THE CAMSHAFT AT HALF PRICE!
FROM \$1374.00 INC GST**

VCM is well known for delivering a reliable, powerful and consistent camshaft range. Having previously designed camshaft grinds, that have powered thousands of LS engines to faster ET's, higher power figures and not to mention unexpected driveability. VCM have a lot to offer, with our in house and real world testing, fresh thinking and customer feedback have led to all new camshaft profiles – and why not share these? We have developed 10 new profiles (and kept a few favourites available) which we are sure to turn any engine on! Here at VCM we continually evolve to surpass the expectations and demands of the automotive aftermarket industry, we work with multiple VCM dealers across the country to design and deliver what the end user really wants – power, reliability and repeatability.

SPIT AND POLISH

Send your event details to Spit & Polish, *Street Machine*, Locked Bag 12, Oakleigh, Vic 3166 or email streetmachine@bauer-media.com.au.



> 05-06 SEP, BALLARAT, VIC

22 AUG, BERRI, SA

Riverland Auto Lifestyle Expo, Riverland Complex. Contact Stuart 0438 874 652.

22-23 AUG, CAIRNS, QLD

2015 Cairns Auto Show Spectacular, Cairns Showgrounds. Contact Charissa (07) 4042 6611.

23 AUG, BERKSHIRE PARK, NSW

Berkshire Park Motor Show, Berkshire Park Oval. Contact 0414 766 543.

23 AUG, MUDGEERABA, QLD

Gold Coast Car Show 2015, Mudgeeraba Showgrounds. Contact 0439 170 882 or 0498 054 140.

23 AUG, SILVERWATER, NSW

EH Car Club of NSW Show 'n' Shine, Silverwater Park. Contact Michelle 0478 599 729 or Mitchell 0447 420 498.

23 AUG, TAREE, NSW

Mid Coast Old Holdens All GM Day, Market Square Park, Cundletown. Contact Sue 0497 230 676.

29 AUG, BIGGENDEN, QLD

Ruff 'n' Tuff Charity Car Show, Biggenden Showgrounds. Contact Bryan 0439 261 662.

29 AUG, BUNDABERG, QLD

Cure 4 Cancer Car Show, Bundaberg Recreational Precinct. Contact Brett (07) 4157 7796 or 0408 643 904.

29-30 AUG, MORUYA, NSW

Shannons South Coast Nationals 2015, Moruya High School. Contact 0419 845 890 or (02) 4474 3761.

30 AUG, MACLEAN BRIDGE, QLD

Jimboomba Auto Extravaganza, Tully Park. Contact 0448 195 588 or 0434 383 055.

30 AUG, PANANIA, NSW

2nd Hughes Charity Car Show, Kelso Oval, Marco Ave off Childs St. Contact Glen (02) 9521 6262.

30 AUG, TEWANTIN, QLD

Corey Lawson Memorial Car Show, Noosa District Sports Complex. Contact Mick 0417 843 227.

03-06 SEP, ALICE SPRINGS, NT

Red Centre Nats 2015, Blatherskite Park. Contact (08) 8999 5256.

04-06 SEP, LISMORE, NSW

4th Annual Trojans Father's Day Turnout, Lismore Showgrounds. Contact Brad 0414 218 810.

05 SEP, EMERALD, QLD

Outback Classics Show 'n' Shine, Emerald Showgrounds. Contact Stephen 0407 580 139 or Leroy 0419 653 929.

05 SEP, TUGGERANONG, ACT

Repco Tuggeranong Annual Show 'n' Shine, Repco Store car park. Contact Mark (02) 6293 9200.

05-06 SEP, BALLARAT, VIC

Flukes Car Show Mechanica, Ballarat Exhibition Centre. Contact 0418 396 202.

06 SEP, BENDIGO, VIC

Centre State Rodders Father's Day Show 'n' Shine, Centre State Rodders Clubhouse. Visit www.centrestaterodders.com.

06 SEP, DANDENONG, VIC

Eagles Rod & Custom Club's Rods at the RSL, Dandenong RSL. Visit www.eaglesrodandcustomclub.webs.com.

06 SEP, ST KILDA, VIC

Showcars Melbourne Father's Day Classic Car & Bike Show, Acland St. Contact Elvis 0419 350 400.

11-13 SEP, WAGGA WAGGA, NSW

20th Annual MG Gathering of the Faithful, MG Car Club. Contact 0417 041 850 or (02) 6971 2667.

12 SEP, NAMBOUR, QLD

Retro Rocks Nambour Show 'n' Shine, Nambour Autobarn. Contact (07) 5476 0747.

12-13 SEP, MURRAY BRIDGE, SA

River City Rumble, Sturt Reserve. Visit www.autofest.com.au.

12-13 SEP, PORT MACQUARIE, NSW

Port Motor Mania 2015, Westport Park. Contact Mick 0416 809 533.

13 SEP, FLEMINGTON, VIC

Shannons American Motoring Show, Flemington Racecourse car park. Contact (03) 9890 0524.

13 SEP, THORNTON, NSW

Thornton Spring Fair Show 'n' Shine, Thornton Public School. Contact Penny 0400 633 139.

13 SEP, WAKELEY, NSW

Canley Heights RSL & Sporting Club 15th Annual Car Show, Canley Heights RSL & Sporting Club. Contact Frank 0409 984 455 or (02) 9725 4329.

18-20 SEP, NAGAMBIE, VIC

Cranksters Nagambie Cruise, Nagambie Regatta Centre. Contact Golly 0429 959 185.

19 SEP, LIVERPOOL, NSW

St Lukes Car & Bike Show, Opposite Westfield Liverpool. Contact Stu 0430 436 739.

19 SEP, MOUNT ARCHER, QLD

AP6 Valiant 50th Birthday Bash, Archer Falls Airfield. Contact restobros@hotmail.com.

19-20 SEP, EASTERN CREEK, NSW

Supernats 2015, Sydney Dragway. Contact Ahmet 0417 458 327 or (02) 9644 6304.

19-20 SEP, MARYBOROUGH, QLD

Rockin' Maryborough Vintage Festival Show 'n' Shine, Maryborough CBD. Contact Warren 0458 436 466 or Rachel 0458 062 365.

19-20 SEP, VICTOR HARBOR, SA

Victor Harbor Rock 'n' Roll Festival, Warland Reserve. Visit www.rocknrollfestival.com.au.

20 SEP, BARTON, ACT

ACT Holden Day 2015, West Lawns. Contact Colin 0474 456 164.

20 SEP, GRESFORD, NSW

Gresford 6th Annual Show 'n' Shine, Beatty Hotel. Contact Cheryl 0417 045 624 or (02) 4958 4795.



Reverse the damage caused by time.

Mothers® Naturally Black® Heavy Duty Trim Cleaner Kit.

Unmatched deep-cleaning power that erases the damage caused by the elements and restores your exterior trim and plastic to its original and natural showroom colour. Whatever you do, don't call it a cover-up.

Follow up with **Naturally Black® Trim and Plastic Restorer** and an **MLH® Microfibre Towel** to seal and protect.



**UNDO WHAT THE ELEMENTS
HAVE DONE TO YOUR TRIM.**



MOTHERS® MLH™
Polishes • Waxes • Cleaners PREMIUM DETAILING ACCESSORIES

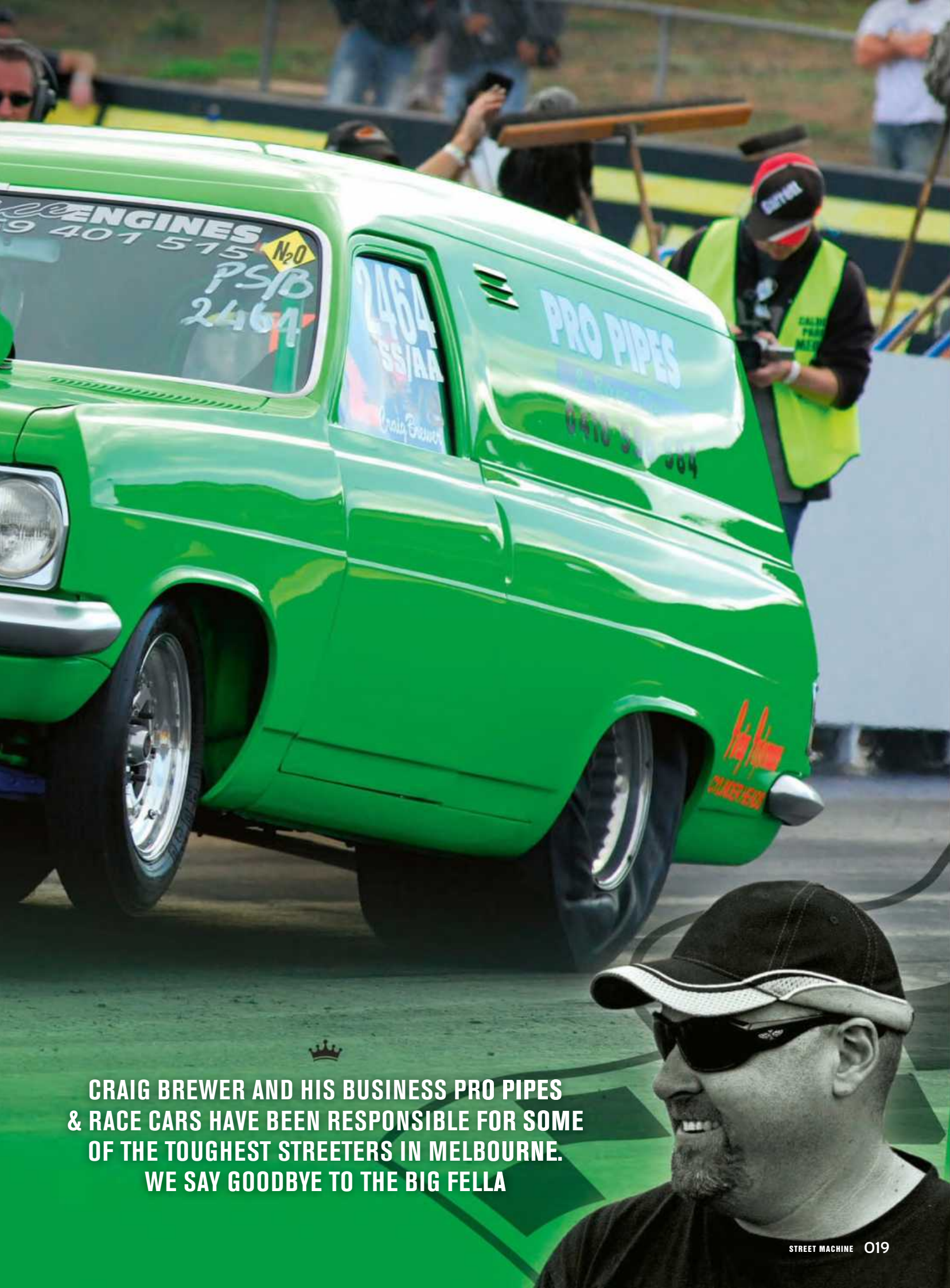
motherspolish.com.au • mothers.com • detailguide.com
[facebook.com/motherspolishaustralia](https://www.facebook.com/motherspolishaustralia)

LEGEND

STORY SCOTT TAYLOR PHOTOS MICHELLE POROBIC & NATHAN JACOBS



VALE CRAIG BREWER



**CRAIG BREWER AND HIS BUSINESS PRO PIPES
& RACE CARS HAVE BEEN RESPONSIBLE FOR SOME
OF THE TOUGHEST STREETERS IN MELBOURNE.
WE SAY GOODBYE TO THE BIG FELLA**



IT WAS with a heavy heart that Melbourne's drag racing community laid pro street legend Craig Brewer to rest this month. The big fella had garnered so much respect throughout the Victorian racing scene that over 100 of Melbourne's toughest streeters turned out to send him off.

A cruise, starting from the BP service station at Officer in Melbourne's south-east, headed 55km to the memorial service at Lardner Park, and stretched for several kilometres. Some of the toughest machinery travelled on trailers, but many more made the trip under their own power, and at the other end the car park looked more like a show 'n' shine than a funeral. It was a fitting send-off for a bloke who lived and loved pro street racing. He is survived by his wife Rhonda and three children, Matilda, Heidi and Scott.

I remember meeting Craig a couple of times over the years, usually while he was crewing for other guys, but the last time we spoke was at Calder Park, where we talked about the upcoming *Street Machine* Drag Challenge. He had his orange 355ci Holden-powered HT Monaro out there making some laps – it ran 10.78@128mph that night – and he was pretty proud of the fact that he'd driven it over 110km to get to Calder and had absolutely no qualms about driving it home again.

"I remember that," Rhonda recalls. "He was chuffed to drive it there, run 10s and drive it home, especially when there were all these guys putting their cars on trailers. 'You've got to use them,' he said to me."

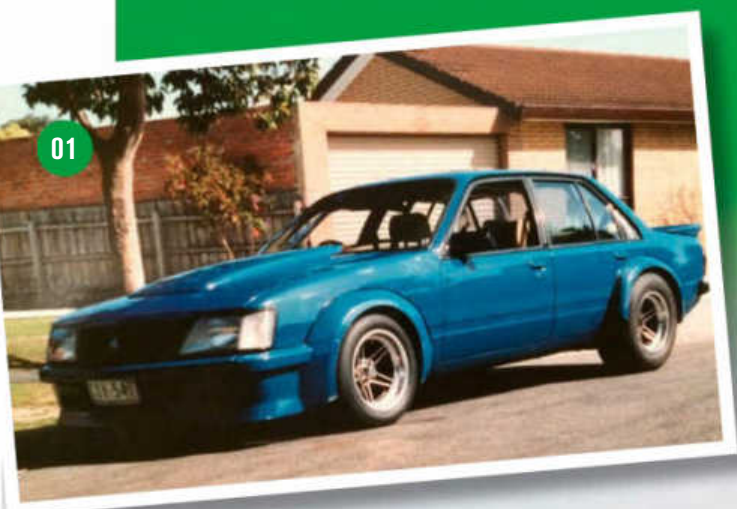
Craig's affinity with building cars started off like it did for so many of us – by pulling stuff apart as a kid. From pushbikes through to motorbikes and then cars – if it had wheels or a motor then Craig was looking at ways of making it go faster.

As a teenager it became clear that the education system wasn't doing much for Craig, and at 14 years of age he got a special dispensation to leave school to start an apprenticeship building trucks with his grandfather. "It wasn't that he was a ratbag kid or anything," Rhonda says, "it was just a mutual agreement between the school and the family that he'd be better off learning a trade."

It was there that Craig, or Shonky as he was known to his mates, learned the skills that would serve him well when he started his own business, Pro Pipes & Race Cars.

"The name Shonky was a name that came before me," Rhonda says. "It was a term of endearment, because he was anything but shonky when it came to his work. He started the business officially in 1999, but even before that he was staying back at all hours working on people's cars at the truck factory."

Craig's first car was a UC Torana with a five-litre V8; he was defected off the road a week later. That would be the first in a string of tough streeters, each quicker than the last. His blue VH Group C Commodore, nicknamed 'Brocky's Nightmare', was the scourge of the Dandenong street drags, eventually beating Melbourne street racing identity Dwayne Gerdes and his infamous FC Holden. It was also Craig's first experience with nitrous oxide.



THE MUSTANG HAD BEEN CRASHED BEFORE CRAIG BOUGHT IT AND WAS PRETTY BENT IN THE FRONT END. BUT CRAIG SAID: 'IT'S NO BIG DEAL, I CAN FIX IT'





02



03



04

01: Craig's Group C VH Commodore was nicknamed Brocky's Nightmare and ran a nitrous-assisted 308 and TH400 combo

02: Happier times at Lardner Park Motorfest in 2013 with daughter Matilda and son Scott

03: Nej Dalipi was Craig's partner in crime when it came to the silver Mustang. The car runs a 632ci big-block and has gone 8.30@162mph naturally aspirated

04: Craig also loved watersports and many family outings involved boats or jet skis

RIGHT: Craig's 10-second HT Monaro led the cruise with the Brewer clan on board, driven by good mate Rob Camilleri



"Craig was out with one of our other mates, Darren, that night," Eric Maudier recalls. "Dwayne's FC was pretty much the fastest thing in Melbourne back then. They spotted him and lined him up. Craig was pretty nervous about using the gas; he'd always had it hooked up, but never used it. But he ended up using it and beat Gerdes three times that night.

"After that the VH started getting a reputation, and cops started to notice him too. One sergeant in particular really had it in for him and hassled him every time he took it out.

"From memory the Commodore ended up running low 11s, which was pretty quick for back then; it even ended up on the cover of *Performance Street Car* magazine."

At 6ft 4in, Craig was a big bloke, and an imposing figure for those that didn't know him. Outlaw Radial racer Steve Bezzina remembers knowing about Craig well before he actually met him. "He was this big guy who seemed to be around all the fast cars. His nickname was Shonky, and that, combined with the size of him – well, let's say I was in no hurry to meet him," he says. "That's one of my biggest regrets really, because eventually we became really good mates and I wish I'd made the effort sooner.

"He was a big man with a big smile and always happy to help someone out, and when it came to fast cars he always had my best interests at heart. It was important to him that we could always go

home to our families at the end of the day, and I feel privileged to be able to call him my mate."

Being a large bloke, most of Craig's mates remember stories of him lifting or carrying various ridiculously heavy items. Rob Camilleri recalls Craig wandering up his driveway carrying a Ford nine-inch diff centre in one hand like it was a child's toy. Another time they were mucking around with the ski boat and jet skis – another of Craig's hobbies – and Rob got the tow rope on his jet ski wrapped around the propeller.

"Here I am trying to get this thing unstuck and Craig walks up and lifts the whole back end of the jet ski out of the water with one hand and unwraps the rope with the other, like it was nothing at all," Rob laughs.

Craig was best known for his HR panel van, which he bought as a plain white project car back before he met Rhonda, and over time he turned it into a bright green pro street missile.

"Green became a bit of a thing with Craig," Rhonda says. "Someone suggested the colour and he just ran with it. Both the van and the C10 were painted bright green, and every now and again he'd see something green and have to buy it, whether it was an umbrella or a lanyard or whatever."

He ran the iconic HR van for quite a few years with a 468ci big-block and nitrous combo, before stepping it up to 632 cubes for a serious crack at the APSA Pro Street bracket in 2012.





"Craig said: 'What do reckon? Should we have a crack at the championship?'" good mate Nej Dalipi recalls. "I want to do it before I die," he said. That was before he was diagnosed with cancer."

Craig went on to take out the APSA Pro Street Blown championship that year, with the van running 7.86@174mph at Sydney Dragway.

"I actually flew up to watch him race in the finals," Craig's dad Bill says. "We just stayed in the crowd and he had no idea we were there until he'd won the championship. He was over the moon that we were there."

It was shortly after that Craig got his diagnosis and with that he lost his ANDRA licence, but it didn't stop him from being involved in racing. "We threw that Mustang together after Craig had his operation," Nej says. "The car had been crashed before Craig bought it and was pretty bent in the front end; no one wanted a bar of it. But Craig said: 'It's no big deal, I can fix it.'"

Nej took on the driving duties, and the 632ci Mustang has already gone 8.30@162mph naturally aspirated, and currently sits at fifth place on the Pro Street Unblown Top 10, and second in the national championship.

"Craig was such a likeable bloke," Nej says. "His willingness to lend a hand, both physically and with advice, set him apart from just about any other person at the track. He was a great comrade."

Harry Haig recalls a message he got from Craig when he first

started racing. "I knew as much about setting up a car as I did about flying to the moon," he remembers. "After my first outing with POP666 I get this message: 'If you want that pink turd to launch, ring me.' After that it was weekly calls about how the car was going. Craig would be like: 'Try this and get back to me,' and eventually we cut more than three-tenths off the 60-foot time. I can't express how much I appreciated his help. He was an A-grade shit-stirrer, but he was a true Aussie gentleman."

We could include dozens of tributes like that from racers; it would read like a who's who of the Australian pro street scene. But Nej said it best on the cruise, looking around at the array of mental machinery: "Craig would have loved this, and I'm pretty fucking proud to be a part of it."

RIP, Shonky! 🪦

BOTH THE HR VAN AND THE C10 WERE PAINTED BRIGHT GREEN; THE COLOUR BECAME A BIT OF A THING WITH CRAIG



MAIN: Bright green armbands were the fashion statement of the day for Craig's memorial cruise. Hundreds turned out for the cruise and subsequent service

05: Craig was best known for his HR Holden panel van, which he'd owned for over 20 years. It's run as quick as 7.86@174mph thanks to a 632ci big-block with a two-stage nitrous system. In 2012 Craig won the APSA Pro Street Blown championship with it

06: Tough streeters stretched for several kilometres on the freeway heading out to Lardner Park for the service. They ranged from seven- and eight-second pro street Falcons through to cruising Kingswoods and Ford Thunderbirds. "There's some tough tin out here today," Craig's father Bill said. "It goes to show how well-respected he was"



UNLEASHING THE BEAST

NISSAN GTR R35 | 2010 | 700 HP | VR38 ENGINE

NICK ZERVOS - ENGINE TUNER

DO NOT ENTER

Streetscars Only
Through Traffic



BOOSTED WITH
TITANIUM FST



"WHEN I'M TUNING ENGINES LIKE MY CUSTOMER'S GTR, I FEEL PRESSURE TO ACHIEVE THE BEST RESULTS. THIS BEAST IS EVERYTHING YOU COULD WANT IN A STREET CAR, AND A WHOLE LOT MORE. I LOVE BEING ABLE TO UNLEASH ITS TRUE POTENTIAL. FOR THIS ENGINE, I USE CASTROL EDGE 0W-40 A3/B4."

Castrol EDGE is TITANIUM STRONG.

 **Castrol**
EDGE

SNAP SHOTS

STORY SIMON MAJOR



HARRY TONKIN

> ROCKHAMPTON, QLD

BACKYARD builders are the cornerstone of the Australian street machine scene, guys like Harry Tonkin who create absolute gems using plenty of self-taught know-how and the desire to create something different. A veritable historian of the early panel van and street machine years, Harry kept the camera close to document his own builds. Here's a few that he remembers fondly.

01: HARRY built this HQ ute in the early 80s. Dubbed Summer Magic, It featured all the signature mods of that era, including a Statesman front, sunroof, sidepipes, a Mack bulldog on the bonnet, Hotwires and 'Bob Jane' wing. All of the work – bar the murals – was carried out at home. "I would buy dead-stock cars at bargain prices, then get busy," Harry says. "The ute ran a 308 and four-speed and was shown all over Queensland."

02: SATISFACTION was Harry's neat HJ Holden panel van. "It was your typical 70s/80s build:

308, four-speed, mattress in the back and a velvet interior," he says. "The sunroof and GXL headlamps were must-haves, along with big wheels and all the shiny bits." An L88 Corvette scoop and unique bubble window combo looked the part and Harry enjoyed decent success on the show scene. The van was sold in the late 80s to fund a big van build.

03: THE big van in question was his custom Bedford, Imperial Wizard. It started as a knocked-around delivery van that was transformed with flamed red paint and the subtle use of an HT grille. "I added the flares and spoiler, then painted it where it was sitting in that side yard. They were the good old days before EPA laws. I found out years later that the 'Imperial Wizard' is the leader of the Ku Klux Klan, so lucky I had no haters," Harry laughs.

04: AS THE van scene dropped away, Harry switched his attentions to street machines. "With all of my cars, it was simply about having a nice

vehicle that was part of the 'scene' at the time. Dragonslayer started as a beat-up ex-tradie one-tonner that I built into a street/strip ute with a custom tray," he says. "You can probably tell that I like my Holden drivelines; I stuck with a 308 and Turbo 400 combo and raced it for fun at Benaraby and Palmyra."

05: HARRY standing proudly with one of his many EHs. "My cars were literally built in the backyard and sprayed in a small tin shed with a dirt floor. I never wanted to be a perfectionist, but just needed to get all the ideas out of my head," he laughs. This yellow EH featured the monochrome look with a nicely detailed six-cylinder driveline, and was a popular local show winner.

06: THIS LE Monaro was bought from Brisbane in the early 90s. "My wife Sue and I made two return trips from Rocky in three days to lock down that deal; it was a big weekend!" Harry says. "It was packed with factory options along with an electric



sunroof. When the factory silver paint went off, I gave it a rebirth in black with a fat set of gold Hotwires. It was a beautiful car to drive, but I got itchy feet and sold it on soon after."

07: THIS tough and tidy HT sedan was the result of a ground-up rebuild, which included a bare-metal respray in Monza Red. "I used the full running gear and interior out of a rusty HT Monaro, including the 308 and four-speed," Harry says. "I pretty much wanted to build a four-door GTS." Hotwires, three-bar spinners and drop pipes ooze old-school. The HT was moved on a couple of years later when Harry started dabbling with Toranas.

08: THE orange Torana was one of Harry's last 'big' builds and was based on a mild-mannered Sunbird. "I gave it a ground-up rebuild and slotted in a worked 308, four-speed and decent mags to fill the flared guards." A home-built drop tank and rollcage completed

the road racer look. "There's a picture of me working under the tarp, getting down and dirty, which sums up that period of my life. Looking back, I don't know how I found the time to put all that effort into building these cars, but the people I've met, the compliments I've received and the self-pride it has instilled made the pain and headaches worthwhile."

09: HARRY'S current ride is this striking yellow HZ panel van, for which he revived the name Summer Magic. It features many custom tricks and touches and blends old-school and new-wave show-van styling cues. "I'd been away from cars for easily a decade, focusing more on family and other interests. My good friend Michael 'Buddy' Hearn built the Anaconda Torana hatch, which inspired me to return to the fold. Doing the show scene back then with Buddy, it dawned on me that you just didn't see vans anymore, so in 2007 I bought two donor vans and gave it another go." 🛠️

NEXT LEVEL CAR CARE™



SIMPLY SPRAY ON
THEN HOSE OFF

ACID-FREE, SAFE FOR
ALL TYPES OF WHEELS
AND HUBCAPS

THICK FOAM FORMULA
SAFELY REMOVES BRAKE
DUST, GRIME AND GREASE

AVAILABLE AT YOUR LOCAL
AUTO ACCESSORY STORE



FOR MORE INFORMATION,
VISIT EAGLEONE.COM.AU

FANGING FLICK

STORY SIMON MAJOR



THE WORLD'S FASTEST INDIAN 2005

> IT'S NEVER TOO LATE FOR THE RIDE OF YOUR LIFE

BREAKDOWN

VEHICLES: 1920 Indian Scout replica, 1953 Vauxhall Velox, 1950 Triumph Thunderbird, BSA A10 Golden Flash, 1957 Chevrolet Bel Air, 1958 Buick Special, 1954 Chevrolet Bel Air, 1955 Chevrolet 3100, 1940 Chevrolet pick-up, 1962 Ford Galaxie, Hammon-McGrath-Whipp 'Redhead' streamliner, 1963 Chevrolet Suburban, 1961 Mickey Thompson Challenger I, 1963 Mercury Colony Park

STARS: Anthony Hopkins, Aaron Murphy, Annie Whittle, Craig Hall, Diane Ladd, William Lucking, Walton Goggins, Christopher Lawford

DIRECTOR: Roger Donaldson

ACTION: High-speed road and beach action will get you primed, while the Bonneville salt lake runs are both a visual and aural delight

PLOT: New Zealand land speed racer Burt Munro acts on a 25-year dream to race his Indian motorcycle at the Bonneville Speedweek in 1960s America

Based on a true story, *The World's Fastest Indian* tells of motorcycle fanatic Burt Munro. Working out of a lone shed in Invercargill on En Zed's South Island, Burt (Hopkins) spends his waking hours tinkering with a vintage 1920 Indian Scout motorbike.

Using only very basic tools and plenty of homespun know-how, Burt builds a streamliner that makes up for what it lacks in terms of safety and technological advancement by chalking up a number of local land speed records.

But a niggling heart condition causes Burt to re-evaluate his life, and he becomes determined to fulfil his dream of racing on the salt at Bonneville.

He is supported by an odd crew on home soil, namely his young neighbour Tom (Murphy), the darling Fran (Whittle) and a local Antarctic Angel biker (Hall), all of whom see past the negativity of most locals and throw their weight behind Burt's plan.

Eventually Burt and the Indian ship over to California, where he is helped by another motley bunch won over by his genuine manner, friendliness and unwavering acceptance of people for who they are.

Burt hits the road in an old Chevy with the Indian aboard a ramshackle trailer, experiencing plenty of adventure along the way before finally stepping out onto the salt in Utah.

He is met with initial friction and a stern 'no dice' from the Speedweek committee, who frown upon the suitability of his bike. But local racer Jim Moffett

(Lawford) goes into bat for Burt in an effort to allow him to compete.

Burt and his makeshift crew (Lucking, Goggins) do their darnedest to prove the Indian's worth, but it is Burt's infectious dedication and passion for the sport that eventually convinces the committee to bend the rules.

The nail-biting white desert run of the climax is tense from start to finish, but will Burt achieve his dream?

VERDICT: 5/5

BEAUTIFULLY shot, *The World's Fastest Indian* is a thoroughly enjoyable two hours – 10 bucks says you'll walk away more motivated than ever to get busy in the shed. Sir Anthony Hopkins absolutely nails the role of Burt – his dedication to his craft seems just as intense in grassroots films such as this flick (or the 90s Aussie gem *Spotswood*) as in big-budget blockbusters.

Make sure you pay special attention to the beach race with the local bikers – the top-end charge by Burt and the Indian is one of my all-time favourite movie moments. 



COOL FLICK FACT: Burt Munro's under-1000cc class record of 296.2593km/h (184.087mph) still remains unbeaten today.

CRANE *Cams*[®] **CUSTOM** **CAMSHAFTS** **GROUND WEEKLY**

Although we keep hundreds of different grinds of camshaft in stock, we can grind a cam in Daytona Beach FL to suit your specific requirements and ship to arrive in Australia with our weekly air freight.

Go to www.cranecams.com.au and fill out a recommendation form. (V8 Cams only)

Custom Tool Steel Camshafts
*made to match any configuration to your requirements, for any quantities.
Some popular drag racing applications stocked.*



CUSTOM **CARBURETORS**

***Built to your requirements
and shipped weekly***

Although we keep over a hundred different Carburetors in stock, sometimes you need something Special! We have Custom Carbs built to your requirements in Bowling Green KY by the carb experts weekly.

Go to www.quickfueltechnology.com.au and fill out a recommendation form.



Imported & Distributed By

APD
AUTOMOTIVE PERFORMANCE DISTRIBUTORS

[08] 8363 5566

www.apd.on.net

www.cranecams.com.au

www.quickfueltechnology.com.au

**Street
MACHINE**

PROUDLY SUPPORTED BY
**RARE
SPARES**

SUMMERNATS-29



JAN 7TH - 10TH : CARMAGEDDON

**HOODOO
GURUS**

**YOU
AM I**

PLUS MORE!

**EXHIBITION PARK
PLANET CANBERRA
TICKETS ON SALE NOW
SUMMERNATS.COM.AU**

YOUR STUFF

Write to: Your Stuff, *Street Machine*, Locked Bag 12, Oakleigh, Vic 3166 or email streetmachine@bauer-media.com.au. Make sure you include your address (not necessarily for publication). Keep it short and sweet!

> LETTER OF THE MONTH

CRANK LETTER

ENGINE technology is the fastest changing and most adaptive of the automotive sciences, so keeping up is important; redundant is the new black! Split-duration cams, torque-plate honing and huge-capacity small-blocks have all moved from the rarefied realm of top-end racers to humble street cars.

But my company's new crankshafts have changed the game. Our R&D team threw some curveballs and one hit the bullseye; the answer was not in metallurgy, nor in science, but in aromatherapy.

Our machinist team takes a handful of alpine birch leaves and pine needles, combines them with some hair from the head of a mute virgin swimsuit model, then burns the mixture in a bowl while slowly revolving the crank above the fumes. The crank is also plugged into an Energy Polariser from a Group A HDT VL Brock, in order to align the molecular crystal structure. Once the crank has completed its aromatherapy treatment and been Polarised, an ultra-fine finish is applied using our patented lying tool and a solution of cooled unicorn piss.

Our crankshafts are making engine builders and the industry at large sit up and take notice. For example, Lithgow Institute of TAFE recently set a PB in a 200B equipped with our enhanced crank; the car was held flatter than hammered shit for almost half a minute during its quarter-mile run. The aviation sector has also been quick to adopt our crankshafts; Will & Testament Ultralights has chosen us as its preferred supplier.

I trust this information will keep your guys in the loop and help expose myself to the public. Feel free to send me a letter or fax, or drop into our workshop.

Redmond, email



RE-CHARGING

THANKS for putting my CL wagon in your Readers' Rockets section (*SM*, Jul '15). I picked up a copy from the newsagents last night. Much appreciated!

Maybe when my VJ E48 Six-Pack Charger is finished I can send you some photos. It was the first car I bought in 1984. I sold it in 1989 when I took ownership of the wagon, but in early 2013 a chance meeting with the then-owner led to the car coming back into my possession.

It is a matching-numbers car that for most of the past two decades has seen little use, although the engine was rebuilt by John Faraone for the previous owner a few years back. It's undergoing a rotisserie restoration at present – and the garage will soon need an extension!

Kim Belcastro, email

POWER PLAY

I WAS wondering what magazine had the story of a bloke buying an FG Falcon with a stock in-line six, and then he put a turbo and other stuff on it and it made 500kW at the wheels. Can you help?

Mick, email

HEY mate, that FG was bought and tweaked by Northmead Auto Centre. It was featured in *Urban Warfare* in the June 2015 issue.



"We have the solution"



**RESTORES LOST POWER
REDUCES OIL CONSUMPTION
QUIETS NOISE**

Increases Oil Pressure

Quiets Knocking & Stops Ticking

Reduces Oil Burning

Eliminates Smoking & Stops Leaks

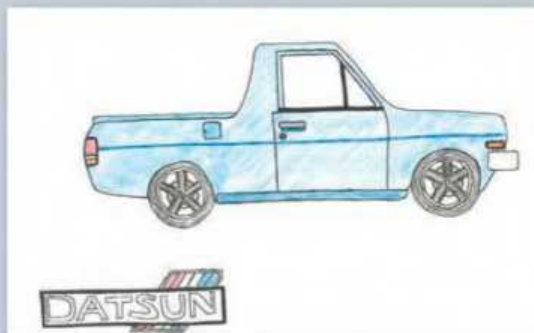
For a Quick Solution
to your car's problems



SMATS GROUP
SMITSGROUP.COM.AU | Freephone 1800 883 888



> DEPARTMENT OF YOUTH



1200 TECHNIQUES

I DECIDED to draw my dream car, a Datsun 1200 with a twin-cam SR20 in it, turbocharged with a Turbonetics GT-K. I absolutely love Datsuns and am desperate to have one, but right now I'm stuck with my dirty old Commy. Love your work; keep it up.

Luke, 16, Dookie, Vic

GEMINI RISING

IT'S GREAT to see the last two editions of the mag have featured vans and then Geminis. It got me thinking that back before Drago Ostric came along with his award-winning Gemini there was another Gem van that belonged to a good friend of mine, Matt Robinson, which won the Top Van award at Summernats four or five times during the mid-90s. The car was a French Blue windowless van with three-piece Simmons wheels whose centres were painted to match the car.

Whenever vans are mentioned his car is never talked about, but it was all home-built in a double garage, and he punched well above his weight in judging. I have fond memories of camping inside EPIC and the good times we had with the car. I'll never forget the night he silenced the doubters along Suicide Alley with the twin-cam, twin-Weberfed two-litre singing to 9000rpm.

Matt no longer owns the car and I'm not sure where it is now, but if you could look into your archives and see if you have any photos to put in the mag, I know Matt would get a buzz.

Bill Duval, email

HEY Bill! I don't think we featured it, but we put the call out and Rob Burns has come up with the goods: "Here are some photos of the Gemini from Summernats. This thing was detailed to perfection back in the day and won Top Van at Summernats a few times, and as you can imagine cleaned up at the Four-Cylinder and Gemini Nats. - Rob"

MAIDEN VOYAGE

I HAVE a question. I'm looking for info on an EH ute called The Iron Maiden that was featured in *Street Machine*. I have tried searching on Google but came up with nothing. I was wondering if you may have anything in your archives that might assist?

Michael Ashby, email

HEY mate, you might be thinking of our regular section in the mag for girls' cars called Iron Maiden, which we've run since about 2001. But there was an EH ute in the Jan/Feb '91 issue with that name, owned by Kathy Davis. Hope that helps!



GARAGE WORKSHOP

AUSTRALIA'S LEADING SUPPLIER OF GARAGE WORKSHOP EQUIPMENT



We know you demand uncompromising quality from productive lifts that maximise up-time and get the job done efficiently. That's why, day after day, our rugged 2 post car lifts deliver on a promise of superior performance that our clients have come to expect from BendPak.

Oversized cable sheaves diameter
reduces cable fatigue

Padded overhead
safety shut-off bar

Adjustable Width

You can install in either wide or narrow configuration

UHMW polyethylene bearing
system

FREE
4WD Adapter Kit



Heavy-duty 1/2" aircraft quality
equaliser cables

Safety locks every 3"

Dual hydraulic direct-drive
cylinders

Single point safety release

Maintenance free electric
hydraulic power system

Triple-telescoping arm design

4,500 KG
LIFTING CAPACITY

\$4,895.00

INCL GST

GARAGEWORKSHOP.COM.AU

FOR ALL HOIST ENQUIRIES

CALL: 1300 554 820 EMAIL: SALES@GARAGEWORKSHOP.COM.AU

17 CANBERRA STREET, NEMMANT QLD 4174

Photos and illustrations shown within this advertisement are for identification purposes only and are subject to manufacturers changes or revisions. Garage Workshop is not responsible for printing errors or omissions found within this advert. The offer or product offers are only valid until September 30th - 2015 or while stocks last. Prices quoted within this document exclude installation costs or any other cost associated with installation of product displayed.



"We have the solution"



**MAKES NEWER OILS WORK
IN OLDER ENGINES**

High Performance Formula

Stabilises Motor Oil

Insures Against Thermal Breakdown

For Petrol & Diesel Engines

For a Quick Solution
to your car's problems



SMITS GROUP
SMITSGROUP.COM.AU | Freephone 1800 883 888



> IN YOUR FACEBOOK

NOT SO SUPER?

V8 SUPERCARS might simply be called 'Supercars' in 2017, with new draft regulations set to open up the competition to two-doors, six-cylinders and turbos. The new rules, dubbed 'Gen2', are designed to bring more manufacturers to the series and will signal the end of the V8-only era of the past two decades. A sensible reaction to changing times, or the beginning of the end?

Glenn Triplett – V8 Supercars is nearly dead anyway; might as well kill it completely!

Karl O'Donnell – Good. The whole 'I'm gonna sook because his spoiler gives him a 0.0000001 per cent aerodynamic advantage' thing has always been boring.

Luke Skipper – It would definitely make things interesting, as all the different combos would have their own strengths and weaknesses. I say bring it on!

John Brandt – About time! What are they afraid of? Technology and modern engines showing up the dinosaur V8s, again!

Bradley Bettridge – I think it will be good for the sport, but how about taking all the technology out of it? No telemetry, no fancy steering wheels that tell you how fast or slow to go, and go back to an H-pattern manual gearbox so a missed gear is possible. Seat-of-the-pants racing.

Andrew O'Donnell – It'll be like back in the 80s with all the mixed classes. People with more money and big sponsors are gonna have the fastest and most exotic cars. The series will be dominated by turbo all-wheel-drive cars again.

Scott Methven – If anything, I'd say it was going back closer to what it was in the past. The current format is like high-tech NASCAR. The factories are probably starting to drop their support because what you see on the track is totally unrepresentative

of what they're selling. The series needs to go back to its roots more.

Robert Walker – Haven't watched it since the new Car of the Future came in. Even turned Bathurst off when they stopped racing because of a pothole. They need to take a good look at the format.

David Jarrett – Will totally stuff the series. Bringing rice-burners in wrecks what it's about. Will lose all interest for me.

Adam Holper – The Nissan GT-R is why it went from Open Class to V8 to start with.

Dean Mott – It should only be Australian-produced cars.

Cam McDonald – Is there going to be such a thing after 2017?

Peter Steele – Well technically that's what it is now. Every V8 Supercar including the Volvo, Mercedes and Nissan are produced in Australia, built by their respective teams. So no need to change anything, is what you're saying.

Ron Mackrell – They should have a showroom racer series, where actual production vehicles are raced, to show which manufacturer actually produces the better car.

Mark Noble – That wouldn't be fair, as Holden would always win.

Trevor Barltrop – Until they start racing cars that started their lives on a manufacturer's production line (which, sadly, is now only a pipe dream) the winner of any 'touring car' race is meaningless. Better off watching the Sports Sedans.

Sebastien Baudoux – This sport has become more of a money race. The old days were the best. Watching Brock in his Commodore through the on-board cam, chatting to the fans and driving with one hand on the wheel while the other was out the window waving. Putting on a great show is what it's about, and sadly it's gone today.

ADVERTISING: Matthew Rice agency/
direct, GPO Box 4088, Sydney 2001. Ph
(02) 9288 9706. Vic rep: Bruce Williams,
mob: 0418 349 555. Adelaide: Meghan
Ritchie Ph (08) 82675022. Queensland
rep: Todd Anderson, mob: 0409 630733.
Japan: Japan Trade Services Ltd, 2-24-
1-302, Ohashi, Meguro-ku, 153. New
Zealand: Bauer Media Ltd, 49-55 Anzac
Avenue, Auckland. Ph 389 254, Fax 389
498. United Kingdom: Publicitas Ltd, 525-
527 Fulham Rd, London, SW6 1HF. Ph 385
7723, Telex 99 9223.
Street Machine is published by Bauer
Trader Media, a division of Bauer Media
Ltd ABN 18 053 273 546, 54-58 Park
Street, Sydney, New South Wales, 2000.
© 2014. All rights reserved. Printed
by PMP Print, 31-35 Heathcote Road,
Moorebank, NSW 2170, phone (02) 9828
1350. *Recommended price. Distributed

by Network Services, Sydney.
PRIVACY NOTICE: This issue of *Street
Machine* is published by Bauer Media Pty Ltd
(Bauer). Bauer may use and disclose your
information in accordance with our Privacy
Policy, including to provide you with your
requested products or services and to keep
you informed of other Bauer publications,
products, services and events. Our Privacy
Policy is located at www.bauer-media.com.au/privacy/. It also sets out on how you can
access or correct your personal information
and lodge a complaint. Bauer may disclose
your personal information offshore to its
owners, joint venture partners, service
providers and agents located throughout
the world, including in New Zealand, USA,
the Philippines and the European Union.
In addition, this issue may contain Reader
Offers, being offers, competitions or
surveys. Reader Offers may require you to

provide personal information to enter or to
take part. Personal information collected
for Reader Offers may be disclosed by us
to service providers assisting Bauer in the
conduct of the Reader Offer and to other
organisations providing special prizes or
offers that are part of the Reader Offer. An
opt-out choice is provided with a Reader
Offer. Unless you exercise that opt-out
choice, personal information collected for
Reader Offers may also be disclosed by us
to other organisations for use by them to
inform you about other products, services
or events or to give to other organisations
that may use this information for this
purpose. If you require further information,
please contact Bauer's Privacy Officer
either by email at privacyofficer@bauer-media.com.au or mail at Privacy Officer
Bauer Media Pty Ltd, 54 Park Street, Sydney
NSW 2000.

Castlemaine **ROD SHOP**

HQ - WB POWER STEERING BOLT ON KIT

Complete bolt on item and requires no chassis modification, and doesn't require modified or custom-made extractors. The kit is fully engineered and comes with detailed fitting instructions.



LS CONVERSION KITS

Kits Available for:

- VB-VS COMMODORE
- HQ-WB HOLDEN
- TORANA
- EARLY HOLDEN'S
- HOLDEN RODEO
- NISSAN PATROL



VT-VZ COMMODORE HUB ADAPTORS

AUSTRALIAN MADE.
Can be adapted to
All Early Holdens,
Toranas and
Commodores.



\$295
FOR THE PAIR

AUSTRALIAN MADE DOOR SKINS



Charger
2 Door Torana
4 Door Torana
HQ Monaro
HQ Sedan
HK Monaro
XP Falcon

WILWOOD DISC BRAKE KITS

Large range
available for
all makes and
models



HOLDEN DROP SPINDLES



We currently have drop stub axles to suit Holden models HD-HR-HK-HT-HG-HQ-HJ-HX & WB. Torana LC-LJ-LH-LX & UC, various brake options are available with our Holden range



COMPLETE 9 DIFF'S

FOR VARIOUS MAKES AND MODELS

Complete ready to bolt in with wilwood brakes for a various makes and models



BELLHOUSINGS

OVER 500 BELLHOUSINGS FOR ALL YOUR GEARBOX CONVERSIONS



HP ENGINE MOUNTS

HIGH PERFORMANCE
ENGINE MOUNTS TO SUIT
A WIDE RANGE OF ENGINE
CONVERSIONS
LIFE-TIME WARRANTY



\$250
WHY PAY
MORE



rodshop.com.au

t: 03 5472 2853 e: sales@rodshop.com.au





RUNNING ON PLENTY

STORY SIMON MAJOR PHOTOS CHRIS THOROGOOD

**JOHN MAWHINNEY HONOURS HIS FAMILY'S
AUTOMOTIVE LEGACY WITH 1000 HORSES'
WORTH OF BLACK, BLOWN '57**

SOME projects are a lay-down misère. A black, blown '57, for example – for maximum impact and street cred, it's a guaranteed winner. It's a legendary combination on Aussie shores thanks to the film *Running On Empty*, as well as the antics of our own Mr Bray in *Old Faithful*.

Scan these pages, though, and you'll see that John Mawhinney has not only added to this legacy of tough '57s, but taken it further. You could call it fate.

"Cars are in my DNA," John says. "My dad, John Norton, was a car nut and champion speedway driver. So was my grandfather, Digger. My early years were spent in a house that was smack-bang in the middle of a car yard and Dad would let me choose a hottie off the lot for a Friday night run."

If John's upbringing wasn't enough, the '88 Nats in Wagga sealed the deal. "I was 14 and the town was abuzz," he remembers. "My mates and I had the time of our lives and I was instantly hooked on tough, black, blown cars. Gary Myers's Mustang and the BDS Bronco blew me away. Gary Satara's OVAKIL Falcon was that close to black I'll pay it kudos too!"

John's dad was a mad-keen GT Falcon man, as well as a huge fan of *Running On Empty*, so he bought this '57 as a shed-mate for his Track Red XY GT. "Dad wanted to have the set, and picked up this two-door running a nitrous 350," John says. "It's actually an Aussie-delivered 210 four-door that has had the tudor conversion, but how it came about is a mystery."

John's dad pieced together a blown 383 and screwed a none-too-shabby 10.80 out of the car at an early Perth Nostalgia meet.

But John's world turned upside down when his dad unexpectedly passed away at Christmas in 2008, aged 53. "I eventually brought the car home to Brisbane with no firm ideas of what to do next," he says. "I sold my '57 sports coupe project as a means to keep it; it was his dream car and I wasn't about to let it sit around gathering dust."



I WAS HOOKED ON TOUGH, BLACK, BLOWN CARS. GARY MYERS'S MUSTANG AND THE BDS BRONCO BLEW ME AWAY





INTERIOR: The HK Monaro twirler is a welcome side effect of a collapsible Monaro column, and ties in nicely with the GM-H delivery of John's '57. A factory split front bench was added to suit the two-door configuration, along with a complete re-trim with stock 210 styling. A chrome-moly 'cage, B&M Pro Bandit shifter and Simpson harnesses add a racing edge to the cabin and visually balance the blower poking out up front

BODY: The rear has been tubbed to the rails, with the leaf springs relocated inboard of the chassis. A fabricated nine-inch runs Race Products 35-spline full-floating hubs and a Strange centre with 4.11 gears. Weld AlumaStars and Hoosier rubber sort the rolling stock



JOHN MAWHINNEY
1957 CHEVROLET 210
Colour: Glasurit BMW Schwarz

DONK

Make: Chevrolet 400ci
Block: Dart
Crank: Callies DragonSlayer
Rods: Callies 6in
Pistons: JE
Camshaft: Comp solid-roller
Intake: Blower Shop high-rise
Blower: BDS 8/71 Air-Loc
Carbs: Twin Zok 4150 E85
Heads: AFR 220cc
Lifters: Crower Hippo roller
Ignition: MSD
Exhaust: Fat Pipes 2in primary,
twin 3.5in system, four mufflers

SHIFT

Gearbox: Turbo 400, full manual
Converter: Neal Chance 3000 stall
Diff: Nine-inch, 4.11 gears, full-
floater 35-spline, Strange centre

BENEATH

Front: Stock, Pedders coils
Rear: Relocated, re-set leaf springs
Shocks: Pedders (f & r)
Brakes: Wilwood discs (f & r)

ROLLING STOCK

Rims: Weld AlumaStar; 15x4 (f),
15x10 (r)
Tyres: Hoosier 28x4.5 (f), Hoosier
Quick Time Pro 29x11.50 (r)



When the 383 lunched itself on the car's maiden voyage, John had no choice but to start afresh. A chat with Woody at Fataz Competition Engines steered him towards a blown 400, which netted John a 10.50@129mph pass. "The officials quickly showed me the door due to the lack of a 'cage and the formal stuff, but the car was driven to and from the track and raced in full street trim, so I was happy."

But soon enough a broken axle and resultant rear quarter damage, followed by a loading accident, sparked a full rebuild.

The car was stripped and the body given a birthday by Michael Stewart of MSR Kustoms before being bathed in Glasurit BMW Schwarz (German for black!). "It was a blessing in disguise," John says of having to rebuild the car. "The original black always looked too 'brown' for my liking and you could basically see where the old back doors were, which shit me. Michael did an exceptional job with those quarters; I couldn't be happier.

"Of course the old exterior chrome and fittings were never going to cut it, so I replaced everything with brand new stuff."

The 400 was given a safe-side freshen-up by Fataz, who upped the ante with an 8/71 and bigger carbs, and converted the donk to swill E85.

A mad rush saw the car finished in time for Cooly Rocks On 2013, and John quickly backed that up with a healthy 9.83@139mph pass, again in full four-mufflers street trim.

"A couple of weeks later I leaned it out on the Lakeside eighth-mile, which caused some engine damage," John says. "The car sat idle for two years while I got the coin together to repair it."

I HOPE MY DAD IS WATCHING OVER ME; THIS CAR IS THE LAST THING I HAVE OF HIS SO IT IS IMPORTANT TO KEEP IT EVOLVING AND KEEP THE OLD MAN HAPPY

ENGINE: A 400-cube small-block runs a BDS 8/71 and bulletproof internals, pumping out a cool 1000hp on the engine dyno. A Steve Morris ProCharged 400 is in the offing, though, with John aiming for an eight-second pass. "Everything will be under the bonnet, which will help its streetability, but it is a double-edged sword," he admits. "It just looks so tough as it is"

BODY: John's '57 cuts an enviable profile and you'd be hard-pressed to pick that it started life as a four-door. "The original colour was a real brown-black and you could almost see where the old back doors used to be," John says. "My mates enjoyed giving me a hard time about it, but Michael Stewart did an amazing job freshening the body. A Best Coupe Award at Cooly Rocks On 2015 shut them all down!"



With a deadline set for this year's Cooly, John chose to further tweak the engine combo. Ray from Straight Line Performance was given the nod to sort the 400, based around a Dart block that scored a Callies crank and rods topped with JE blower slugs. An E85-friendly, secret squirrel-grind Comp solid-roller and Crower lifters work with Trend pushrods and Isky springs, bumping Ferrea stainless valves via Jesel rockers. Heads are John's dad's original AFR alloys running a Blower Shop high-rise intake and BDS 8/71 Air-Loc supercharger.

The good oil swirls by way of a Mellings billet pump and High Energy race pan, while a healthy alloy radiator and twin thermos keep a lid on street temps. Custom Fat Pipes two-inch primary headers feed a mandrel-bent 3.5-inch system with an X-pipe and four mufflers to keep things quiet – assuming the blower whine and black paint haven't already caught your attention.

A race-prepped Turbo 400 trans features the obligatory full-manual valvebody and Neal Chance 3000 converter, and runs to a Race Products full-floating, 35-spline nine-inch conversion, which got the nod after the axle-snapping episode. A fabricated housing hosts a bevy of Strange gear, and 4.11 gears were selected for the Detroit Locker centre.

Wilwood discs all 'round were a necessary brake upgrade, while Pedders springs and shocks were employed front and rear. CalTracs were added to the relocated rear springs, tucked inboard of the chassis rails to make maximum use of the tubbed back end.

Weld AlumaStars are the latest rims to adorn the classic coupe, measuring 15x4 and 15x10 and wrapped in Hoosier rubber.

The interior remains true to its 210 roots, freshly re-covered in black and silver material by Ciadella Interiors, albeit with a split front bench for rear seat access. And yes, it now runs a full chrome-moly rollcage for race duties.

Next stop: Summernats 29. "The car will stay as-is for Summernats," John says, "but I have a ProCharged EFI Steve Morris 400 on the cards. It will be a shame to have it all under the bonnet though, so I am feeling pretty torn. Either way I hope my dad is watching over me; it's the last thing I have of his so it is important to keep it evolving and keep the old man happy." 🏁



THANKS

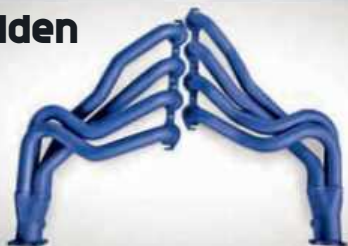
Les, Chris & Scotty, Fat Pipes Custom Exhausts; Woody & Robbo, Fataz Competition Engines; Brian, Pedders Geebung; Ray, Straight Line Performance; Larry, Battery World Morayfield; Brian & John, Monro Race Cars; Wes, A&C Auto Electrics; Gina, Ciadella Interiors; Chris, Holley Pro Sport; my dad, mum, stepfather Ray and good mates, especially Chris Osmond who went above and beyond; Danny, Wally, Norm, Boon, Boycee, Colley and Shane for helping when needed



HURRICANE

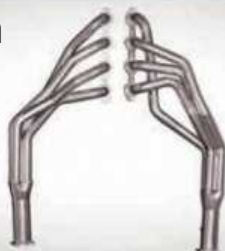
HEADERS

**Holden
VE**



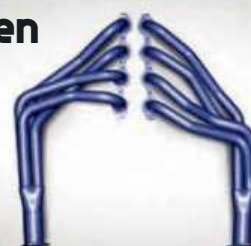
4 Into 1, 1 7/8", SS & HSV

**Holden
VT-VZ**



4 Into 1, 1 7/8", 5.7L - 6.0L

**Holden
HQ**



4 Into 1, 1 3/4" HQ - LS1

**Holden
VT-VZ**



Tri-Y, VT-VZ 5.7L - 6.0L SS & HSV

**Holden
Crewman**



Tri-Y, Crewman & Cross-8

**Holden
VT**



Tri-Y, VT 5.0L SS & HSV

**Victorian
Distributor
Now Open!**

NEW!

Phone: 03 9706 6931

**Also
Available**

VT-VZ Ecotec Supercharged
BA-FG Boss 4 Into 1
XR-XF Windsor 4 Into 1
High Flow Metallic Cat Converters

All products are available with Ceramic Coating

**Australia's
Largest Range
of Headers!**





BLAZE OF GLORY

BUILDING THIS CLASSIC FALCON COUPE HAS BEEN TWO YEARS OF ALL-OUT EFFORT FOR DARREN BLACKMAN. WE HITCH A RIDE FOR ITS FIRST CRUISE

STORY GLENN TORRENS PHOTOS THOMAS WIELECKI



BLACKMAN'S XB

THE starter motor churns and the big Clevo bustles into life before settling into a melodious fast idle. I kick my heels so as not to drag dirt into the XB Falcon's pristine interior and plant my arse in the seat, swing the long door shut, reach back for the seatbelt and begin grinning.

If I'm grinning, owner Darren Blackman is absolutely beaming. And he has good reason. He's sitting in the car he's always wanted – a car he's spent the past however-many years busting his balls on – and now, after two of its three planned show appearances, he gets to drive it.

Darren pulls the Falcon's shifter back to first gear and gently burbles out onto the rural bitumen, so that snapper Wielecki can get some more pics. It instantly reminds me of the chase scenes of the original *Mad Max* – Max sliding the Interceptor's T-bar into D to go chase the Night Rider. In a little twist to this scenario, Darren, like Max, was also an eager cop – he had to quit the force due to injury – and the heaving Cleveland his right foot is hovering over has around the magical 600 horses through the wheels, too.

But today, there's no tyre-frying like Max did. Not yet, anyway. That 420-cube engine out front of Darren's GT is too fresh and new for that. Instead, he's gently squeezing the pedal, almost instantly lifting the Falcon to the 80-kay speed limit on a massive wave of torque. He's like kid with a new toy, a 40-something kid.

"It feels real nice!" Darren says, as he flicks the manualised auto's T-bar forward to 2. "Real nice. But then again, it should," he chuckles. "Everything's brand new!"

Darren has always had a thing for these big Fords. When he was just 19, he bought an XW GT; he still owns it. In a roundabout way, he met his missus Rebecca – obviously a patient and understanding girl! – through Fords; her father has an XY GT, so he's married into the right blue bloodline. And he's good mates with the well-respected car crafter Howard Astill, who has had a big hand in the restification of this Aussie classic.

DARREN IS GOOD MATES WITH HOWARD ASTILL, WHO HAD A BIG HAND IN THE BUILD OF THIS XB

PASSION AND PERSISTENCE

ONE of just four built in Blaze Blue, Darren's GT hardtop was sold new by Sydney's Peter Warren Ford with the options of black trim, chrome bumpers – GT bumpers were body-coloured – auto trans, power steer, side protection strips and a passenger door mirror. As you can see, he's changed the original specifications a little, but it had to remain that beaut punchy blue. "I really wanted it for this colour," Darren explains. "I found the car on eBay but the seller removed it [from sale]; I think he had overwhelming interest in it and a change of heart." Darren wasn't about to let go of the opportunity, though, even though the car had since been painted a dour black. "I kept in touch with him about selling it. It took 18 months but one day he contacted me and said: 'I think I'm ready to sell.'"





ENGINE: Using an Arrow block (conceived and developed by Headtorque in Perth) and AFR heads, Shane's Race Engines in Unanderra built a tough injected Clevo. Those Hilborn stacks – yes, they wear filters for regular street use – required a bit of reworking for the new injectors, Autronic SM4 ECU and ICE ignition

EXHAUST: Including the design, fabrication, test-fitting, surface coating/polishing and installation, there's about four grand's worth of drain pipes on the Falcon. It's a dual three-inch stainless system with ceramic-coated extractors. "I wanted it a bit noisy, like a race car," Darren admits





INTERIOR: When it left the factory, this bright blue brute had dull black trim. Darren wanted a lighter, brighter interior, so he had Reid McInnes of Muscle Car Interiors in Queensland run over the standard buckets with a blend of cream vinyl and era-correct cloth inserts. Okay, it's not factory original, but like the graphics, dealer-fit stuff like this was rampant in the 70s and Darren's car is much better for it

**THE JAW-DROPPING EXTENT OF THE WORK INVOLVED
THE ALMOST TOTAL REMANUFACTURE OF THE SHELL**



BLACKMAN'S XB

Like many of these classic hardtops that somehow survived the P-platers of the 1980s and being almost worthless for the decade after that, the XB was rusty when Darren got it: all around the rear wheelarches, the sills, the boot floor, around the rear window, some of the floorpan's reinforcing braces, the bases of the A-pillars (and the tops of the A-pillars, too, in places that aren't usually seen) and in the plenum. Carrying dozens of patches, it wasn't a pretty sight.

But body man Howard's intense and thorough build process – honed through previous high-calibre builds like his own Mustang and Rod Vandersee's similarly themed Cool Mint Falcon hardtop (SM, Apr '13) – was to disassemble the shell, section by section, spot-weld by spot-weld, and repair and replace any corroded areas, even the ones you can't see. The roof skin came off, as did the long flanks of the hardtop's lithe rear quarters. The doors were filleted; like the bonnet and boot lid, the outer panels were removed from their inner frames, allowing every crevice, corner and surface to be exposed for metal-magic rectification. Then everything was painted by Clinton Primrose (yes, even all those hidden inner areas that will never see the light of day again) and reassembled, with the final required spot-welds being individually touched up.

Darren, who was a tradesman engineer/fabricator before he joined the NSW Police, worked hard, shoulder to shoulder with Howard. It's difficult to distil the jaw-dropping extent of the two men's efforts here, but suffice to say it involved the almost total remanufacture of the shell.

The car's original engine has been restored, but it's not in the car. Instead, an Arrow-blocked 420ci Cleveland pumps up front. Built by Shane's Race Engines, the mill's magic begins with a set of Hilborn

GRAPHICS: One of the blokes in Darren's car club, Barney, has a car with graphics just like these, so Nippy Signs recreated them for Darren's coupe. Many dealers in the 1970s offered such graphics, so it's an era-correct enhancement. And, being vinyl, they can be peeled off if Darren's tastes change

WHEELS: These 18x8.5 and 18x9.5in wheels are terrific. Darren wanted

something that evoked the style of the Globe Bathurst wheels optional on Falcons – and popular on other cars – in the 70s and 80s. He found these from UK mob 3SDM and wrapped them with sticky 245 and 295 Nitto rubber. The irony is, 3SDM usually sells these to beanie-wearing kids for their farty four-pot Euro camber-cars, not proper muscle like Darren's coupe





BLACKMAN'S XB

injector stacks converted from their original mech-spec to EFI. Only a few gentle hours and a few dozen kilometres old when we went for a blat – and operating on a run-in tune – the engine is built to run on pump premium. "It's loosening up as I drive it," Darren says. "It's not a car for Sydney traffic, but I wanted full rego on it so I can drive it whenever I want." Good idea.

The trans is a manualised C4 with the internals built by Matt Kay to cope with the power. Behind it lies a nine-inch diff with 3.5s and a Strange alloy centre, built by Wollongong Automotive Services. The driveline is surrounded by exemplary fit and finish – the floor is standard (thanks to plenty of work restoring it), right down to the imprints of the factory spot-welds, but has been detailed in carefully applied stoneguard.

The twirl and turn departments have been upgraded with an RRS power rack-and-pinion steering system and front strut conversion. Both bolt-on, the benefits to performance are obvious compared to the Falcon's archaic original tech. The brakes, too, are RRS: four-piston calipers over V8 Supercars-like 350mm vented rotors up front and two-potters/330s down the back.

With the work complete and its show days done – Sydney MotorEx in July was its final commitment – Darren is looking forward to sliding his glorious GT Falcon's shifter into gear and squeezing that right pedal for a long time yet. 



DARREN BLACKMAN
1976 XB FORD FALCON GT
Colour: PPG Blaze Blue

MOTOR
Engine: 420ci Cleveland, Arrow block
Induction: Hilborn
ECU: Autronic
Heads: Airflow Dynamics 4V
Pistons: RaceTec
Camshaft: Camtech
Crank: Scat steel
Rods: Scat
Extractors: Pacemakers
Exhaust: Dual three-inch stainless;
Magnaflow mufflers
Ignition: ICE

GEARS
Gearbox: Ford C4, manualised
Converter: 2500rpm
Diff: Nine-inch, Strange centre, 3.5:1
gears

BENEATH
Front: RRS struts, power rack
Rear: Lovells springs, Koni shocks
Brakes: RRS four-piston calipers,
350mm rotors (f), two-piston
calipers, 330mm rotors (r)

ROLLING STOCK
Rims: 3SDM five-spokes;
18x8.5 (f), 18x9.5 (r)
Rubber: Nitto; 245/40 (f),
295/35 (r)

THANKS
My wife Rebecca; Howard Astill;
Clinton the painter; Dale for
assistance; Adam for fuel system
and fab work; Shane's Race Engines;
Muscle Car Interiors; GT Ford
Performance; Yes Smash Repairs;
RRS; Lovells Springs; Rob Macedon;
Nippy Signs; Potsy for the exhaust;
Phil Kerjean for brake lines

**I WANTED FULL REGO ON IT SO I
CAN DRIVE IT WHENEVER I WANT**



Come with us to
the world's biggest
aftermarket car
show!

Street MACHINE SEMA 2015 TOUR

Las Vegas,
November 3-6

Three feature-packed tours to choose from!

★ 14-day 'Triple Header'

Toyota NHRA Las Vegas Nationals
SEMA 2015

OPTIMA Ultimate Street Car Invitational

★ 8-day 'Show 'n' Go' SEMA-only
Attend SEMA and enjoy Las Vegas
attractions

★ 8-day 'Smoke 'n' Thunda' Toyota NHRA
Las Vegas Nationals

Attend drags and enjoy Las Vegas attractions

Prices from just \$4300, including airfares,
twin-share accommodation and transfers.



This
tour will fill
fast, so be
sure to book
soon!

Please note: The SEMA Show is a trade-only event and not
open to the general public. To see if you qualify for show
entry, go to: <http://www.semashow.com/faqs>

Go to: ticket2ride.com.au or call 1300 557 410.

Ticket2Ride
GLOBAL ADVENTURES





SHOWSTOPPERS

WITHOUT A DOUBT, MOTOREX 2015 WAS THE BIGGEST AND BEST YET

STORY BORIS VISKOVIĆ PHOTOS CHRIS THOROGOOD & BIG L



THE indoor car show made an evolutionary step with this year's Meguiar's MotorEx. It was much more than a static display of some beautiful cars with a few trade stands thrown in for good measure; it was an all-in experience with light, sound, colour and entertainment. It's how a car show should be, and hopefully we'll see some of the glitz and glamour rub off and make its way to the shows held in other states – and we don't just mean MotorEx Melbourne.

I'd say the organisers had done a little research by visiting some of the big shows in the US, such as SEMA, Detroit Autorama and the Grand National Roadster Show. It would have been a tough job, but someone had to do it. It's not that there were dancing girls and in-ye-face promotional people spruiking their wares everywhere you turned, but with three pavilions, an outdoor area for cool street cars to park up and an outdoor dyno pit, there was always something going on, and something for everyone.

After some pretty harsh weather in the week leading up to the event, Sydney turned on a couple of its classic winter days. Not a cloud in the sky and plenty of sunshine greeted the almost 27,000 people as they arrived at Homebush, and once they were through the gates, there were around 450 cars and bikes on display, not including the 30 movie and TV cars that had been gathered as part of the Movie Car Mania display.

George Barris – creator of the Batmobile and many other star cars – was on hand to sign autographs, chat to people and take in what the Aussie scene has to offer. He was interviewed several times over the weekend and commented that the cars he saw were as good, if not better, than any he had seen in the US. For a man who's 89 years old, two days of constant handshakes, autographs and smiling for the camera – always with two thumbs up – didn't seem to faze him at all. I think he thrives on the attention and the interest that people still show for

01: We don't often lose our minds over four-cylinder Ford Escorts, but this one did it for us! Dave Fitzsimons's Mark 1 has it all going on style-wise, and is powered by a Ford Focus Zetec mill converted to rear-wheel drive and equipped with dual Weber carbs. Built with Improved Production Racing in mind, it could easily be mistaken for a show car with its fit and finish

02: To honour the memory of Laurie Starling, a new prize – the Laurie Starling Excellence Award – was on offer at MotorEx this year. The winning car needed to have the highest levels of engineering but also the look and stance of something that Laurie would have loved. The very worthy recipient was an overjoyed Mal Apps, who came running up to the stage with the biggest smile in town – and that was before he found out there was a \$5000 cash prize! Dubbed INTREPID-C, the blue and white FC sedan is a stunning piece of work, with a cross-ram injected small-block Chev, side-opening bonnet and custom interior featuring a '55 Chevy-styled dash. The whole deal is slammed down hard over a set of 20x10 and 19x8 rims

03: Scott Bliss's HK Monaro came all the way from Mackay in FNQ. It runs a tall-deck 572ci big-block Chev with FAST EFI, big tubs and swish leather trim. And it is fully compliant and registered for Queensland roads

04: Brad Pizzi hails from Dubbo, NSW and his EH Holden van is a killer owner-built car that runs a 308 with a trio of Demon 98 carbs peeking through the bonnet. Feature soon!

05: Michael Ellard's LS-powered '92 Holden Rodeo features the dash and overhead gauge console from the late Laurie Starling's truck, and counts a roof chop, suicide doors, body drop and smoothed engine bay amongst its many mods. The ute took out a Bronze for Engineering and a Silver for Design & Execution in the Street Elite ranks

06: Paul Romaeo's 1998 Holden Caprice features a bunch of neat tricks and scored a Bronze for Engine Bay in Street Elite

BELOW: One of the most talked-about cars at MotorEx was Chris Willet's HT Holden, the last project that Laurie Starling was working on at The Chop Shop before his death last year. After a lot of soul-searching, Laurie's right-hand man Aaron Gregory decided to finish the job for Chris as a tribute to Laurie. With the body slammed down hard over massive rubber and a Harrop-blown Russo Performance 427 LSX motor housed in a sheet-metal engine bay, it is clear that the HT is going to be a landmark car when finished. And with over 700whp and a manual gearbox to shift with, it will be a fun driver too!

THIS YEAR THE TOP SIX CARS OVERALL FORMED THE 'SUPER SIX', FROM WHICH THE SUPERSTARS GRAND MASTER WAS PICKED









GEORGE BARRIS WAS ON HAND TO SIGN AUTOGRAPHS, CHAT TO PEOPLE AND TAKE IN WHAT THE AUSSIE SCENE HAS TO OFFER

07: Quietly sitting amongst all the brightly coloured cars around it, James Gatt's '64 Nova SS was like the tough guy with nothing to prove. A Weber-style injection set-up, four-bolt 350, airbags and Foose wheels made for a stunning and sinister ride

08: We saw off Graham Laity and his 1969 Camaro dubbed REEMED when he drove up from Bendigo – in pouring rain – with his mate Ahron Jeffrey for MotorEx. The car looked amazing in the hall, but underneath it is a true pro tourer, with an LS7 crate motor, T56 six-speed and TCI suspension. It runs like a new car, but we can vouch for the fact that it sounds spine-tinglingly good when it passes you at speed on the highway! Check out the video at streetmachine.com.au.

09: There are some people out there who are absolute magicians when it comes to shaping metal, and Sydney's Mike Renfrey is one of them. Working from a quarter-scale foam model and wooden bucks, Mike built the body for his '33 Ford-inspired roadster completely from scratch, over six years and some 6000 hours! Insane and brilliant all at the same time. Dubbed HAND MAID, the roadster took out the Pinnacle Award for Hot Rod in the Street Elite Class

10: Andrew Mitchell from Autotransformers in South Australia brought his LS-powered

Lincoln Zephyr (SM, Jan '14) up for MotorEx. He was stoked just to be able to park it beside Benny Gatt's version, but to then receive George Barris's personal choice for Top Custom blew his mind!

11: Tony Morphet's '69 Mustang features a stunning metaflake paintjob that took out a gold medal for Paintwork in Street Elite. Under the hood is an alloy-block, eight-throttlebody-equipped 427ci Windsor, backed by a TKO 600 five-speed. An RRS power steering set-up, coil-overs and a four-link rear ensure the drive experience is up to scratch

12: Even at age 89, George Barris is still a great showman and ambassador for modified cars. He signed, smiled, spun yarns and posed for photos like a dynamo all weekend. We were lucky enough to spend some time with George and pioneering Aussie customiser Dale Fisher on the Sunday morning – we'll have a video of their chat online soon

ABOVE: David Scott's Drag-U-La tribute is an impressive thing and received Barris's choice for his favourite hot rod. David still hasn't recovered! Drag-U-La is essentially a 60s dragster with a steel coffin for a body. "We called up the coffin manufacturer to order two coffins so we could turn it into a car," David says. "They said that wasn't the strangest request they've had"

his creations, whether it's his television cars or the customs he first became famous for.

Amongst the big- and small-screen cars on display, there was one that stood out. David Scott from Queensland has spent years building a tribute to Grandpa Munster's 'Drag-U-La', the coffin-bodied dragster that appeared in just one episode (Hot Rod Herman) of *The Munsters* TV show. It's not an exact replica by any means, but it sure captures the spirit of the original. Barris liked it so much, it was his pick of the hot rods at the show. He also chose Andrew Mitchell's elegant '39 Lincoln Zephyr as his favourite custom of the show.

This year saw a new structure for Meguiar's Superstar qualifiers. In the past there were separate awards for the hot rod and street machine classes, but in a move most likely inspired by the Ridler Award's Great 8, Owen Webb announced this year that the top six cars overall would be part of the 'Super Six', from which one big prize – the Superstars Grand Master – would be picked. As it happened, the Super Six was made up of three hot rods and three street machines, but after the window cleaner and tyre shine had cleared, it was John Saad's radical RX-3 that took the top prize. That should get a few people talking!

Blending styling and design elements from the hot rod and street machine world, Saad's FATRX3 sedan proved that it doesn't matter what badge is on the car or which engine is under the bonnet, when you have a clear plan and first-class craftsmen on the job, the result will be stunning.

"Everything we worked so hard for has come true and we couldn't be happier," John said. "I had a vision from the word go and there were only a few minor changes to that original plan. There are so many subtle changes on the car, so unless I point them out to people, they don't even notice. The only panel that wasn't changed on the car is the roof."





DEBUT CARS

ABOVE: Chris Varney's 'Mod Rod' Torana was the first car unveiled during the FreeStyle Rides Inauguration, and you have to admire the dedication and commitment to bring to life one of our most radical Expression Session creations. It's been almost 18 years in the making, and while there were a couple of deviations from Jeff Haggarty's original renderings, Chris has kept very true to the original concept, and also kept the car entirely GM

A: Ben Sorrenti's 1934 Ford coupe runs a blown 372 alloy Donovan sprint car motor that'll give those 12.5in Hoosiers a workout!

B: Dwarfed alongside all of the other displays was Gerry Mediat's Fiat 500 convertible. Powered by two cylinders and 695cc of Abarth's finest, it's about as far as he could get from his previous *SM* cover car (Jul '04 and Feb '07) – a Holden one-tonner

C: One of my personal favourites of the show was the FC ute of Glen Profilio. Built by the team at Down Town Kustoms, it was an understated car that had a lot of hidden detail in it, such as the bumpers that were made completely from scratch. It took out the Street Machine class in Street Elite

D: Brett Hewerdine's bagged GOLD CLASS '37 Ford roadster was built by Mark Sant and packs a 427-cube LS motor

E: Built by Rides By Kam, this '54 F100 pick-up was slammed on its guts with big rubber and a blown quad-cam Boss motor sticking out of the bonnet



F: David & Ange Hellyer's LH Torana now packs a 632ci BBC, with their sights set on the APSA Pro Street Unblown class

G: Steve Hopes's SINISTR '68 Camaro rocks a 1300hp Nelson Racing Engines twin-turbo LS, set off by perfectly symmetrical pipework

One thing John didn't want to lose was the identity of the RX-3, so although there has been a mountain of work done on the car, it still has the original grille, tail-lights, drip rails and door handles – it's just that everything has been detailed to perfection. Even the paint on the bottom of the car was flow-coated, and is as nice as the paint on top, which means it's easier to clean after John has taken it for a spin.

Yep, this car does drive: "In between Summernats and MotorEx I drove it about 10 times. Danny from Custom Bodyworks would yell at me every time," John laughed. "I even drove it home after MotorEx."

If you're one of those people that can't bear to look at anything without eight cylinders, don't worry – John has a couple of XYs in the shed as well. He loves his Aussie V8 muscle just as much as the rest of us; he just happens to love his rotors too!

One thing I was concerned about when I first walked into the show was how I was going to manage seeing everything in just two days. As if the dome and attached pavilion weren't enough, there was now an extra pavilion packed with traders and high-performance cars, and not just drag and burnout cars; there was some Euro and Japanese metal that was pretty wild. Before the show I'd never heard of Liberty Walk, but there were a handful of cars styled by the Japanese bodykit company on the Bullrush stand, sporting massive offset rims and over-fender flares. It's a pretty cool look and makes your super-expensive supercar stand out, but I couldn't help but feel I'd seen it somewhere before – back in 1974.

With MotorEx alternating between Melbourne and Sydney each year, it will be another two years before Sydney sees a show like this again, but that doesn't mean you can't head down to Melbourne for a weekend to check it out next year. If the show keeps growing the way it has been for the past few years, I can't wait to see what's in store for the future. ■

BELOW: Greg Hogan brought his amazing CRISIS '69 Camaro pro-tourer all the way from WA, and took home a silver for Innovation in the Superstars category.

It features aluminium front sheet metal, a carbonfibre twin throttlebody intake system and a stack of race-inspired detail

13: When you start off with a car as beautiful as a '65 Mustang fastback, it can be tough to improve on it, but that's not the case with Michael Sande's champagne stunner. An engine that looks like it won't run – not a wire to be seen – and an updated but still classic interior make this car a stand-out

14: The star of the *Street Machine* stand was Scott Ribbons's FJ Holden ute, which is a perfectly-preserved 80s street machine, complete with a Jag rear, Frank Lee murals, velour trim and lashings of chrome throughout. The ute was built in 1980 by Ron Keegan (pictured) who came down to the show to check it out. Thanks to Ron for not only building the car, but for keeping it in such immaculate condition for future generations to enjoy. Feature soon!

15: Peter Ceola drove all the way down from Rockhampton with his glittering green Holden one-tonner. Peter sprayed the heavy metalflake paint himself, learning as he went along, and after some

50 coats of clear and plenty of sanding, it is eye-catching to say the least!

16: It was a blast to see the original *Corvette Summer* movie car at the show. It has been in Australia since the 1980s, imported by John Cain. At one stage it suffered a transport accident that saw it end up in a river, but was restored back to health by Paul Kelly and then taken to show-car standards by Paul Bennett. It's now due for another birthday. Mark Hamill was nowhere to be seen!

17: Some cars just stop you in your tracks, and Tom Heath's '48 Chevy pick-up was one of those.

The ink-black paint was set off perfectly by the reversed chromies and wide whitewalls, and while it looks like a showstopper, this car was built to be a daily driver

18: Jim Ayoubi's XC Falcon coupe packs an 8/71-blown 351, backed by a T56 gearbox, and rides on a set of 22x13 and 20x8 rims. It won a Bronze for Interior in the highly competitive Superstars judging

19: Frank Falzon's '66 Pontiac GTO isn't as highly modified as some of the cars at MotorEx, but has something about it that is leaving grown men slobbering with desire. Under the hood is a 461ci Pontiac mill with tri-power induction, backed by a brutal Doug Nash transmission. Hubba hubba!

WITH MOTOREX ALTERNATING BETWEEN STATES, IT WILL BE TWO YEARS BEFORE SYDNEY SEES A SHOW LIKE THIS AGAIN







1



2



3



4



5

SUPER SIX

THIS year saw a new structure to the Superstars awards, with the very cream being awarded a place in the Super Six, from which the Grand Master was chosen. This year, John Saad's Mazda RX-3 took the gong, making it the second year in a row that a rotary-powered car has won the top prize at MotorEx. Better pull your fingers out, V8 boys!

- 01: Peter & Debbie Miller's '32 features a ton of one-off goodies, including a Jag V12 with four valves per cylinder! It won Golds for Engine and Undercarriage
- 02: Peter Elliott's '34, dubbed SIMPLICITY, is a daily driver that got well out of control! The detail on the tudor are OTT!
- 03: Robert and Priscilla Gallo's update on the SMOTY-winning XC coupe originally built by Adam LeBrese took out a Gold for Overall Innovation
- 04: Glen and Sonia Piggins's 1966 Mustang, which qualified for Superstars at the Brisbane Hot Rod Show
- 05: Tony Wilson's 1932 Ford tudor rocks a Nankervis Engines 350 Chev with McGee injection converted to EFI
- 06: John Saad's RX-3 nabbed Grand Master, as well as more medals than the US Olympic team



6



NIGHT CRUISE

THE tradition of a low-key, post-MotorEx cruise on the Sunday night continued this year, with a trip to the Rocks and then up to Kings Cross for a photo op!

MAIN: Peter Kelly's HQ is a neat thing and powered by a stinking-hot, triple Weber-fed 202 six!

A: John Churchill's '57 nails the low-and-slow look to perfection. Great trim and engine bay too!

B: Two classics – Sydney Harbour and Glenn Hogan's Hemi-powered '32 coupe





Modern **FAMILY**

STORY SCOTT TAYLOR PHOTOS CHRIS THOROGOOD

**HIS-AND-HERS STREETERS PROVE THE FAMILY THAT PLAYS
TOGETHER STAYS TOGETHER**

HR LH



THE DREW family live and breathe street car racing. When they're not cruising, they're building cars; when they're not building, they're racing; and when they're not racing, they're cruising. That's the circle of life in the Drew household.

"Raelene pretends she's angry about all the cars, but secretly she loves it," Mark Drew laughs. "We've been together 24 years; she knew who she was marrying."

Mark's had a list of fast Toranas as long as your arm, the quickest of which was his bright orange 622ci LH sedan that ran 8.39@165mph; we featured that in the October 2012 issue of *SM*. His previous ride, a bright green nitrous-assisted 434ci LC Torana, was also pretty rapid, running 8.78@158mph. Maybe a little too rapid: "The LC was a handful," Mark says. "LH Toranas are a better working car; they're better to set up and they tend to go straight."

But as quick as the big-cube LH was, it came with its own set of problems. "It was a race car really. It ran on Roo16 and every time you went to race it, it cost \$1000 by the time you put fuel in it and all the other stuff," Mark reckons. "Street cars are where it's at. They don't cost anywhere near as much to race and you can still take the family out for a cruise."

So when Mark spotted this dusty LH SL/R Torana in his mate Greg's shed, he snagged it for the ultimate street-and-strip combo.

"It had been sitting in Greg's shed for years. He needed some work done on his Sandman, so we did a trade," Mark says. "I loved the patina; you can't have them looking too shiny. It's got the kind of crustiness that you just can't buy."

Back at Casa del Drew, it only took six weeks for Mark and his mates to transform the barn-find Torana into a genuine nine-second streeter. The original Mandarin Red paint was retained, but the

boys gave the underside a hit with two-pack and powdercoated the suspension. Up top, the bonnet has been reworked with a cowl induction scoop that's been matched to the original duco. The engine bay also copped a fresh squirt of paint, so while it may look old and worn on the outside, the engine bay shines like a diamond in a goat's arse.

The engine itself is 434 cubes of heavy-duty Chevy muscle. Mark started with a Dart block and filled it with all the good gear, then topped it off with a set of CNC-ported AFR heads. There's a Super Victor intake with an 1180cfm Pro Systems carb to finish it off, and according to Mark the combo makes around 730hp on BP Ultimate.

What amazed us was the simplicity of the fuel system. The standard steel fuel tank has been modified with a drop-down sump and single fuel line to the Holley HP mechanical pump, which feeds the Magnafuel regulator. There's no rocket science here, but it's good enough that the car stands up on the back wheels and boogies down the track to the tune of 9.41@146mph.

Mark's not finished either. "It goes faster every time I take it out; I reckon it'll go 9.20," he says. "If it does that I might switch over to turbos. I'm an aspirated guy at heart but it's hard to beat the driveability of turbos."

It's a subject Mark had a crash course in when he decided to update his wife Raelene's Sea Mist Jade Metallic HR Premier with a single-turbo 403ci LS set-up.

That's right, the other ride in this dynamic duo is Raelene's, and don't be fooled by its flat bonnet and mild-mannered appearance – it's the quicker of the two. Raelene is the mother of three budding petrolheads – Wil (14), Jude (13) and Kai (9) – and she loves nothing better than cruising with her family.

THE LH GOES FASTER EVERY TIME I TAKE IT OUT; I RECKON IT'LL GO 9.20. IF IT DOES, I MIGHT SWITCH OVER TO TURBOS





MARK DREW
1974 HOLDEN LH SL/R TORANA
 Colour: Mandarin Red

GRUNT

Engine: Chev 434ci
Block: Dart Little-M
Intake: Edelbrock Super Victor
Carby: 1180cfm Pro Systems
Heads: AFR 245cc
Pistons: Icon
Crank: Callies
Rods: Callies Ultra
Cam: Comp roller
Ignition: MSD Digital 6
Exhaust: Custom 4-into-1, 1 $\frac{1}{2}$ in primary, dual 3in, Delta mufflers

SHIFT

Transmission: Powerglide, full manual, transbrake
Converter: Dominator 6000rpm
Diff: Nine-inch, Strange aluminium carrier, 4.11 gears, 35-spline axles, full spool

BENEATH

Brakes: Wilwood (f), HQ Holden (r)
Springs: Std six-cylinder (f), custom (r)
Shocks: Pedders; 90/10 (f), 50/50 (r)

ROLLING

Rims: Weld Magnum; 15x4 (f), beadlock 15x8 (r)
Rubber: Moroso (f), M/T 255 Radial (r)

THANKS

My brother Rod; Shane Marshall at Marshall Speed Shop; Matty at Geelong Diffs; Matt Despirit at MDT Autos; Matt Petrovic for the paint; Eugene at Flowcraft Engines



1: If it wasn't for the 10-point chrome-moly 'cage, Hurst shifter and Kirkey seats, you could be forgiven for thinking the Torana was totally stock. The dust and dirt is authentic!

2: Even though the suspension is mostly stock and he's only running a 255 radial, Mark has no problems getting the Torana on the back wheels. "I've got a few little secret tweaks," he says

3: It's no show pony, but Mark's Torana gets plenty of attention at cruise nights. "People love it," he says. "The other day some random guy tagged me with a picture of my car, driving down the freeway. It was nuts"



From red motor to small-block Chev to LS1, and now to this 403ci turbocharged powerhouse. Mark and Raelene's HR has had plenty of engines over the years, but none as powerful as this beast





Externally the old Torana might look a bit shabby around the edges, but the engine bay is primo. With 434 cubes of Chevy grunt, the Torry has gone 9.41@146mph, and Mark reckons there's a little more in it





1: With its Premier-spec interior, the HR is as luxurious as 1966 had to offer. The only deviations from stock are the tach, boost gauge and fire extinguisher. The horn doubles as the transbrake button at the drags

2: Despite the power upgrade, Raelene still gets some time behind the wheel with her boys. For street-and-strip duties they've made the switch from 98-octane to E85 full-time

OPPOSITE PAGE: Mark and Raelene have three boys: Wil, Jude, and the youngest, Kai (shown here). "He loves it," Mark says. "He can tell you everything about the car"



RAELENE DREW
1966 HR HOLDEN PREMIER
 Colour: Sea Mist Jade Metallic

GRUNT

Engine: 403ci
Block: LQ9
Turbo: BorgWarner S480
Intake: Custom alloy
Throttlebody: Aeroflow 90mm
Heads: Cathedral-port
Pistons: CP forged
Crank: Callies
Rods: Callies
Cam: Hydraulic-roller
ECU: VY Commodore
Exhaust: Custom turbo headers, single 4in exhaust

SHIFT

Transmission: Reid Top Sportsman Powerglide
Converter: Dominator 4000rpm
Diff: Nine-inch, Strange centre, Truetrac, 3.25 gears, 31-spline axles

BENEATH

Brakes: Wilwood discs (f), drums (r)
Springs: Pedders (f), re-set (r)
Shocks: Pedders; 90/10 (f), 50/50 (r)

ROLLING

Rims: Weld V-series; 4in (f), 10in beadlock (r)
Rubber: Moroso (f), M/T ET Street (r)

THANKS

Rod Drew; Eugene at Flowcraft; Tony at TDR; Shane Marshall at Marshall Speed Shop; Jason at Dominator Paul Turner at Kavanagh Race Parts; Matt Despirit for the auto; and the boys at MPW

They bought the car from her brother, who had owned it about 10 years. "He didn't drive it very often," Raelene says, "and I really liked it. We used to have an HR Holden before that but Mark sold it, so he bought this one for me. We've had it about 14 years now and we call it Henry Rollins."

Henry still had a red motor when they bought it, but Mark didn't take long to bolt a 350 Chev up front. From there it's been an endless stream of small-blocks, ranging from 350 to 434ci. The HR went 10.68@136mph with a naturally aspirated 400ci Chev small-block.

"Then the motor died in Raelene's Statesman," Mark says. "We got a new motor for that and I had the old one sitting there, so I decided to see how it fit."

It fit pretty well, as it turned out, so Mark bought a 5.7-litre LS1 for \$500 – the old Statesman motor was totally rooted apparently – and bolted an eBay turbo to the side of it, and with 470rwhp they headed for the strip.

"It went 10.51 on 98-octane with 12psi boost, and then 10.01@137mph on E85 with 14 pounds," Mark says. "All we changed was the cam and valve springs. It goes to show how strong these things are, and the driveability on the street is amazing, but then you put your foot into it and it turns into an animal."

That toe-in-the-water exercise gave Mark a thirst for even more power. So he built a whole new combo using an LQ9 cast-iron block as the foundation. He filled that with a Callies crank and rod package, along with some CP forged pistons to yield 9.5:1 compression. The heads are nothing special, Mark reckons, and the hydraulic-roller cam isn't even that big, with 235/231 duration at 0.050in. With a new S480 turbo, they cranked the boost up to

18psi with a cheapie air-to-air intercooler and saw 697.1hp at the treads, but in the process revealed some problems.

"The inlet temps were killing us. It was pulling timing during the run, but we still went 9.22@155mph," Mark says.

Since then they've changed the rear housing on the turbo and fitted a larger air-to-air intercooler, along with a custom alloy intake crafted by Mark's brother Rod. At 19psi boost they're seeing 807rwhp on the dyno at MPW, but without the sky-high intake temperatures. The extra power shaved off almost half a second at the track, with the old HR running an 8.76@160mph.

Under the rear there's a nine-inch with 3.25 gears hanging off the original leaf springs. "We've re-set them," Mark says, "but apart from the extra leaf, they're the original springs; the shocks are just ordinary Pedders. I'm going to fit a 'cage soon to help stiffen it up, because even with the chassis connectors it's starting to wheelstand and move around a bit with all that power."

Inside, the HR is like a time-warp back to 1966 with its factory Premier interior, bus-size steering wheel and column shift. It's not exactly what you would call race-spec. But the column shift only needs to notch up one gear during the run, and the horn in the middle of the steering wheel does double-duty as a transbrake switch. "I've got a switch that disables the horn and activates the transbrake circuit," Mark says. Just as well, as that could be embarrassing on the street, and despite all that speed and power, the HR does still see street duty as a family cruiser.

And yep, Raelene still drives it. She hasn't raced it in its current form, but has made plenty of laps down Heathcote's quarter-mile over the years, with her boys cheering her on from the fence.

See, everything is more fun when you're doing it with the family. 

DON'T BE FOOLED BY THE HR'S FLAT BONNET AND MILD-MANNERED APPEARANCE – IT'S THE QUICKER OF THE TWO!





IT'S THE ULTIMATE 'PEOPLE'S CHOICE' AWARD – YOUR FAVOURITES, YOUR CALL AND THE WINNER TAKES ALL!

THE premise is simple: you vote for the best street machine you've seen in the past 12 months, and we hand a trophy and a \$20,000 cheque to the owner of the car with the most votes. That's the Valvoline Street Machine Of The Year in a nutshell.

This year's field of 16 finalists comprises favourites like Toranas, Falcons, Kingers and Mopars mixing it up with unique driveline combos, mega-cube big-blocks, trusty Aussie small-blocks and no less than two Nissan RB sixes. Bagged, blown, turboed and everything in between, this year's SMOTY is hotter than ever.

The 2015 Street Machine Of The Year winner will not only become the 28th to have their name engraved on the hallowed SMOTY intake runners, but will also bag a \$20,000 cheque, thanks to our great friends at Valvoline.

HOW IT WORKS

THE 16 finalists are decided by a vote of *Street Machine* staff and contributors.

To be eligible, cars must have been featured in one of the past 12 issues of *Street Machine* and primarily built in Australia. Elite show cars, daily driven sleepers, customs, hot rods and pro street weapons could all be among the finalists, but the outright winner will be up to you!

YOU CAN WIN TOO

NOT only does every vote count towards your favourite car getting the gong, every vote also puts you in the draw to win the ultimate Summernats experience.

You and a mate could be off to Canberra on us, with flights from any Australian capital, three nights in a top hotel, a stack of cool *Street*

Machine gear, two Gold Passes to Summernats 29 and a pair of VIP passes to the exclusive *Street Machine* party all included!

HOW TO VOTE

FOR AUSTRALIAN residents, there are two ways to vote: SMS the CODE WORD that appears on the car of your choice, plus your full name, address and daytime phone number to 1995 6789 (max cost 55c including GST); or submit the entry form at smoty.streetmachine.com.au, where you can also read the original feature stories on all 16 finalists. NEW ZEALAND residents can only vote via the website.

You can only vote once per voting method – repeat votes will not count. Voting opens 13 August 2015 at 12.01am (AEST) and closes 8 October 2015 at 10.00am (AEST). Get voting!

For terms and conditions please visit smoty.streetmachine.com.au. Open to Australian and New Zealand residents who are available to travel to Canberra, ACT from 06/01/2016 to 11/01/2016. Premium SMS cost will not exceed 55c. Australian entrants must have premium service access to enter via SMS. Service provider: TELADS Communications Group, Level 20, Como Tower, 644 Chapel Street, South Yarra, Vic 3141. Entrants under 18 years old must obtain account holder's consent to enter. Helpline: 1300 650 940. Maximum one entry per method per Australian resident. Maximum one entry per NZ resident.

VOTE NOW!

SMS:
1995 6789

SMS costs 55c inc. GST

ONLINE:
www.smoty.streetmachine.com.au
(NZ residents can only vote via the website)



THE CONTENDERS

SMS CODE WORD 'HR'



01 NATHAN BOOTH HR HOLDEN UTE DEC 2014

PURCHASED when he was 12 years old, Nathan's ute received a decade of dedication to become an elite-level show-stopper. The Ruby Red pearl duco, timber tray and 15in Billet Specialties alloys contrasts effectively against a mould-breaking Nissan RB25 turbo conversion backed by a built Jatco trans and custom four-link rear end. It's yielded a ute-load of trophies, including a Rare Spares Encouragement Award in the Elite Class at Summernats 28.



SMS CODE WORD 'XY'



02 BLAKE FARDELL XY FALCON DEC 2014

FOR inserting a Hemi into an XY Falcon, Blake was expecting a lynch mob; instead he received nothing but appreciation. A McDonald Brothers twin A-arm front end allowed the fitment of the 572ci Hemi big-block, a bolt-on Mustang brake upgrade package and 20in Simmons FRs. Finished in HOK Galaxy Grey, the Falcon eschews chrome, with wheels, grille, bumpers and even the engine finished in black – the latter using Ultimate, a product never before seen on a car.



SMS CODE WORD 'C10'



05 GARY ZAHRA CHEVROLET C10 JUL 2015

LANDING on our soil as a stocker, Gary's LS1-powered C10 underwent a ton of mods before it was debuted at Summernats 28. A fully detailed chassis resides underneath, while body-wise all edges have been sharpened, with the peaked style line continuing around the rear of the tub. Distressed leather trim and Classic Instruments gauges ensure a period feel inside, while 'bags and 22in Center Line Smoothies afford the C10 an incredible stance. Nailed a Top 60 berth and Top Pick-up at Summernats 28.



SMS CODE WORD 'XP'



06 DEAN WELDON XP FALCON JUL 2015

DEAN'S XP had been in the family for 35 years prior to its Summernats 28 debut. Southern Rod & Custom fully refurbished the coupe, replacing all the rust, paint and interior with fresh metal and personalised touches including PPG Blue Pearl duco and Mercedes pews wrapped in bright red leather. Mum's old six was also binned in favour of a built 347ci Windsor running eight V8 Supercar-style throttlebodies, with airbags and Billet Specialties Vintecs dialling in the right amount of attitude.



SMS CODE WORD 'KING'



03 LOU & VIOLETTA ACKOVSKI HQ KINGSWOOD OCT 2014

ONE of the sharpest, slickest HQ sedans to hit the show scene, the Ackovskis' Kingswood is a rolling work of art. Debuting at MotorEx 2014, TOXIC Q features an eight-throttlebody 468ci Chev nestled in a clinically clean engine bay, overshadowed by a vast array of body mods: chopped roof, dropped sills, tucked bumpers and sharpened swage lines of such quality they appear almost factory. Lou started the project with a set of 20in Schott rims and worked up, leaving nothing untouched.



SMS CODE WORD 'SAT'



04 ZANE HAU PLYMOUTH SATELLITE OCT 2014

COMBINING elements of both pro street and pro touring, Zane's 500-cube, Wedge-powered Satellite is truly otherworldly. Wilky's Pro Paintz retained the 1970 model's unique side scoops but smoothed almost everything else; tucking the bumpers, flattening the firewall, raising the floor and fabricating tubs for the 20x15in Boyd Coddingtons. The Satellite won People's Choice at the 2014 Brisbane Hot Rod Show, but is a cruiser at heart, retaining the factory front bench as proof of concept.



SMS CODE WORD 'NOV'



07 ROB ZAHABI/RIDES BY KAM CHEVROLET NOVA NOV 2014

CONSTRUCTED to pro-tour the USA and rattle the establishment at SEMA, Rob's Rides By Kam-built Chev Nova has re-written the rulebook in many areas. The 400mm Brembos, six-spot calipers, custom Ridetech front arms and Speedtech drop spindles all provided plenty of headaches as the team battled to mesh all the elements together. Custom bodywork abounds, and the inside is swathed in deep burgundy leather. The twin-supercharged 572ci Merlin big-block puts out 1500hp on pump gas.



SMS CODE WORD 'XC'



08 BROCK MAHONEY XC FALCON SEP 2014

SOME one-family cars remain locked in a time capsule; not so Brock's XC coupe. Bought off his dad for \$20 back in 2000, a full Rides By Kam renovation has seen the car fitted with a blown and Bug-Catchered 383ci Dart Windsor, backed by a manualised TH400 and nine-inch. Built to drive, the XC has been trimmed in dark leather, includes twin billet cup holders, is doofed by a trick Pioneer audio-visual system and rolls on 20- and 22-inch Billet Specialties Patriots. Brock's Dad loves it.



THE CONTENDERS

SMS CODE WORD 'LX'



SYNPOWER



09 **ROB VELKOVSKI**
LX TORANA
JUN 2015

ROB'S long history with VL Commodore turbos saw him ditch the 355 stroker supplied with his Torana in favour of a high-revving RB30. Strengthened inside, the motor is topped with a DOHC RB26 head and force-fed by a Garrett GT42-based custom turbo. Backed by a Powerglide running an insane 7200rpm stall converter, the Torana has made 760hp at the wheels while handling 41psi of boost! Not even tubbed, it has run an 8.71 on a set of drag radials.



SMS CODE WORD 'MON'



SYNPOWER



10 **GREG TRAPNELL**
HQ MONARO GTS
AUG 2015

WHEELSTANDING 1000hp 582ci Monaros aren't thick on the ground anywhere, let alone in the USA, but Greg's HQ puts the 'street' in street machine; it's about to compete in Drag Week 2015 in the US. Running the classic combo of big-and-little Convo's, an octet of mechanical injector stacks thrusting skyward from the engine bay, and finished in a custom purple hue offsetting a traditional GTS-style interior, it's bound to impress the Yanks with two wheels off the deck.



SMS CODE WORD 'VY'



SYNPOWER



13 **JUSTIN ELLIS**
VYII COMMODORE SS
MAR 2015

JUSTIN'S KINGGM generates over 500hp at the treads from a 408ci L98 boosted by a S480 BorgWarner turbo. While some modern streeters lack the panache of a classic, a full rebuild encompassing subtle custom body mods, smoothed engine bay and a custom-mixed bronze duco ensures Justin's VY can mix it with its chrome-laded cousins. Enormous AP Racing brakes are hidden behind a set of Simmonses, just like the old days, albeit in 20-inch format!



SMS CODE WORD 'VH'



SYNPOWER



14 **MICK LULIC**
VH CHARGER
FEB 2015

SOME things need no improvement – the factory colour, shape and interior of Australia's Charger being three of them – but Mick's VH sports enhancements where it counts. Rocking a built 408ci Chrysler small-block and backed by a 727 with a 5000rpm stall, the Charger is as comfortable cutting 10-second quarters as it is pootling around the 'burbs. With an all-steel reverse-cowl scoop and a set of big-and-little Weld Magnums, there's no doubting the potential should Mick mash the pedal.



SMS CODE WORD 'MAIN'



11 MICK LEAR FORD MAINLINE UTE AUG 2015

OLD Skool by name, new-school by nature, Mick's 'bagged Mainline hunkers down on a set of Bonspeed Quasar rims – 17x7 up front and an incredible 20x15 down back. Topped by a pair of Quick Fuel carbs, the chromed, polished and detailed blown 390ci Windsor was built to burnout-car specs, but don't expect this ute on the pad too soon – air, steer, leather interior and thumping stereo all mean it's a cruiser as much as a bruiser.



SMS CODE WORD 'HZ'



12 SHANE HARVEY HZ HOLDEN UTE MAR 2015

HARKING back to the street machines of yore, Shane's HZ runs a fully polished and detailed 355ci Holden stroker motor with a pair of 600cfm Holleys on top, 14-inch American Racing Indy 'jellybeans' underneath, wheelarch flares either side and a custom HX Statesman double grille up front. Modern touches include suicide doors, Commodore buckets, double-skinned bonnet and 'bags all 'round, getting it lower than any ute has a right to go.



SMS CODE WORD 'LC'



15 MARK HAYES LC TORANA FEB 2015

MARK'S LC is so much more than 'just' a drag car. With 763 cubic inches of Outlaw-spec V8 not remotely contained by an enormous reverse-cowl scoop, and swathed from end to end in mesmerising PPG Crystal Bay Blue duco, this car is a show-quality stunner. Naturally aspirated, but running plenty of nitrous, the engine should be good for 2000hp; Mark is keen for a mid-six-second quarter once we all stop staring.



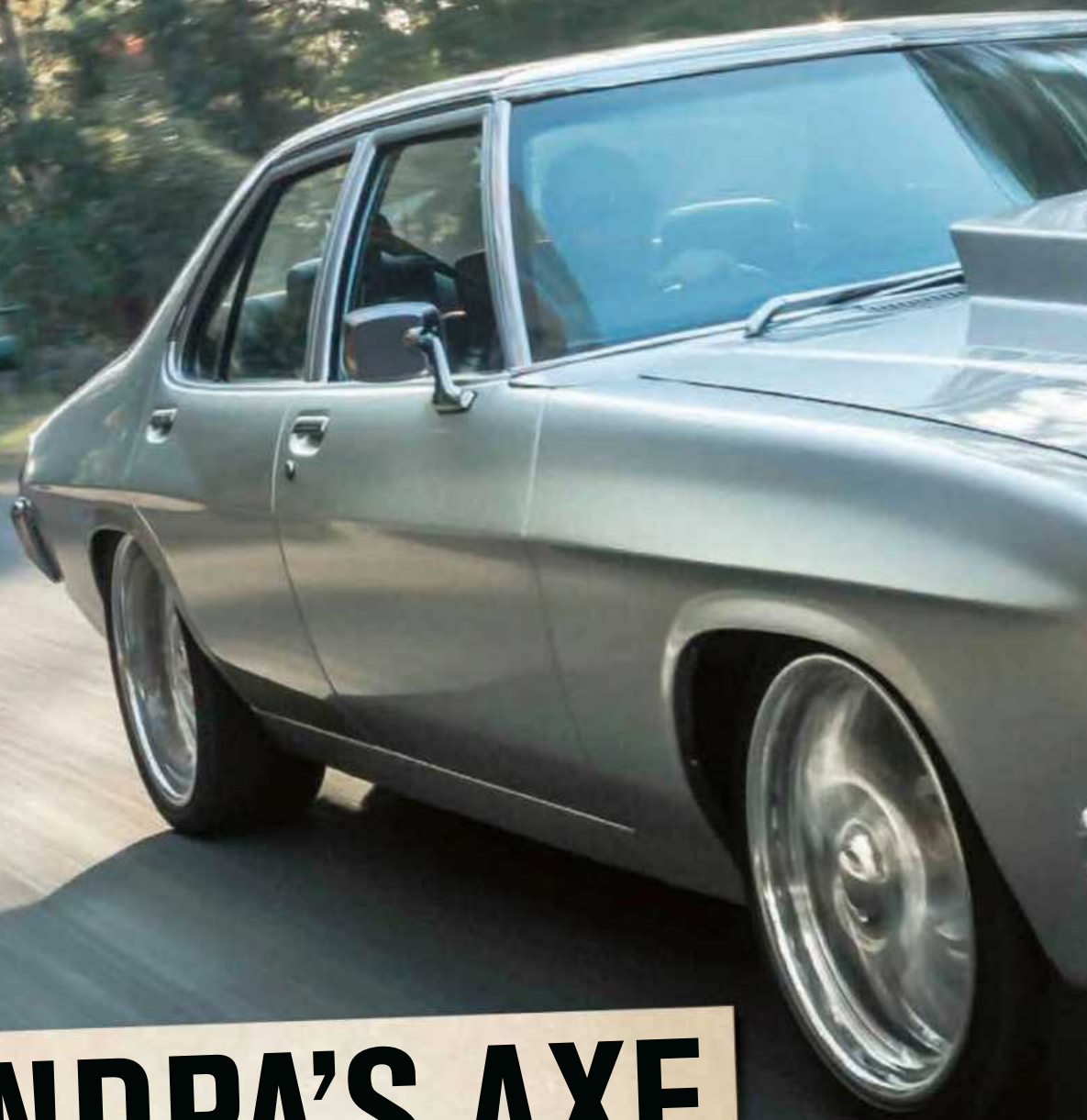
SMS CODE WORD 'DVL'



16 KYNAN HALL XC FALCON MAY 2015

A DECENT candy paintjob is a winner in anyone's books, but DVLXC's HOK Brandywine Kandy is something else. The black base it's laid over results in a dark hue until the light hits it, and then pop! By then you're distracted by the 526ci Ford big-block, topped by an enormous Kobelco 16/71 blower and good for 2200hp. Destined for the burnout pad despite a beautiful two-tone leather re-trim, underneath the car runs epic wheelage – Intro Malibus measuring 24x17 at the back!





GRANDPA'S AXE

STORY ANDREW BROADLEY PHOTOS THOMAS WIELECKI

THIS HJ PREMIER IS A 900HP FAMILY HEIRLOOM!



THE age-old adage that there's no substitute for cubic inches is facing the threat of redundancy. Turbos, blowers, nitrous and all manner of electronic trickery make for fairly handy cubic-inch substitutes in the modern era. But then Steve Xuereb's superb 632ci HJ Prem comes along and proves beyond reasonable doubt that big is still beautiful.

The 10.4-litre, pump fuel, single-carbed rat motor that powers the car is simplicity at its finest. It has effortlessly spun up 911hp on the dyno – technology be damned!

"You don't even have to try and it fries them hard," Steve says. "It's mental!"

Aside from the obvious benefits that come with owning a 900hp, all-motor, big-block, Chev-powered street car, the absence of nitrous solenoids, blower drives, turbo plumbing and kilometres of wiring has made for an engine compartment that's beautifully understated and meticulously presented.

From the classy silver duco to the wonderfully restrained interior, a common thread flows through the entire car. And it's won Steve a swag of accolades including an Elite Top 20 plate, first place in Elite Top Sedan and third place in Special Effect Paint at Summernats 28.

Affectionately dubbed 'The Old Girl', the HJ was originally Steve's grandfather's daily driver, which probably explains his dedication to the build.

"In 2008, my grandfather's licence was revoked due to failing his annual driving test and he handed The Old Girl down to me,"

Steve explains. "It was bittersweet because I sympathised with him for losing his licence, but on the other hand I was buzzing with excitement and my brain was flooding with thoughts on the bigger and better things this car had coming its way.

"I have the utmost respect for my grandfather, so I wanted to make sure that my gratitude and appreciation were symbolic in the rebuild."

Steve's family relation, Daniel Fenech, tackled the bodywork, and with 750 hours spent on panel and rust repairs, there was plenty of it to tackle.

"Early on in the project Dan phoned me and said: 'Steve, are you 100 per cent sure you want to go ahead with this car? Underneath the facade it is completely rusted out; every time I unpick the welds I find more rust. It's never-ending!'"

Dan rose to the challenge, and thanks to his hard work the body is now rust free and razor sharp. For paint, Dan pointed Steve in the direction of Simon Bonello at leading Sydney outfit Ground Level Panel & Paint. Steve was familiar with Simon's talents, so the decision to get him to lay on the PPG Vibrance Silver was an easy one.

Likewise, the steady stream of high-end show and race cars heading out the gate at ProFlo Performance meant engaging the services of Paul Sant to manage the mechanical side of the build was a no-brainer.

"As the car was formerly a 308, I decided to go a little bigger and run a small-block Chev, but in the end I drove out the gate with a 900-plus horsepower 632ci big-block," Steve says.

**THE 632CI BIG-BLOCK HAS EFFORTLESSLY SPUN UP 911HP
ON THE DYNO – TECHNOLOGY BE DAMNED!**





ENGINE

All the cool kids are doing turbocharged EFI set-ups, but Steve opted for cubes instead – and lots of 'em! The ProFlo-built, pump gas 632ci big-block is handy for over 900hp at the crank, and with plenty of billet underbonnet hardware and an ace wiring job by Steve's cousin, Pauly, it looks pretty spectacular, too



INTERIOR

Nat's vision for the interior was perfectly executed by trimmer Leui. Super comfy Calais bucket seats were cut down to retain some old-school flavour and trimmed in black leather, while a fibreglass instrument panel was fabricated to house a full suite of Auto Meter gauges. The finishing touch is a handmade, stainless-steel Maltese cross on the parcel shelf; a nod to Steve's grandfather



SALVATION

When the project started, 'The Old Girl' was ready for the scrap heap. "She had been kept under a leaking scrap-metal carport on my grandfather's farm, so she was completely rusted from the inside out," Steve says. 750 hours of bodywork later, she's anything but!

STEVE XUEREB
1975 HOLDEN HJ PREMIER
Paint: PPG Vibrance Silver

ENGINE

Brand: Dart Big M 632ci big-block
Induction: Edelbrock Super Victor, 1150cfm Dominator carb
Heads: AFR 385
Camshaft: Comp Cams solid roller
Conrods: Scat H-beam
Pistons: JE
Crank: Scat steel 4340
Oil pump: Melling high-volume
Fuel system: Aeromotive pump
Cooling: Custom alloy radiator, twin thermo fans
Exhaust: Custom 2.25in headers, twin 3.5in exhaust system
Ignition: MSD dizzy, MSD 6AL

TRANSMISSION

Gearbox: Turbo 400
Converter: TCE 4500rpm
Diff: 9in, 31-spline Mark Williams axles, True trac centre

SUSPENSION & BRAKES

Springs: King Springs (f & r)
Shocks: Koni (f & r)
Brakes: 300mm discs, Wilwood four-piston calipers (f & r)
Master cylinder: VT Commodore

WHEELS & TYRES

Rims: Schott Venom; 19x7 (f), 20x8.5 (r)
Rubber: 215/35/19 (f), 255/35/20 (r)

THANKS

My missus, Natasha, for all her support and patience; Daniel Fenech for the panel beating; Simon Bonello from Ground Level Panel & Paint; Paul Sant from ProFlo Performance; Paul Zammit the sparky; Leui the trimmer; and my grandfather Anthony 'Shack' Xuereb, for giving me the honour of transforming what used to be his daily driver



ON THE TARMAC

The build blew out to six years, and while Steve did have aspirations of making the Elite Top 60 at Summernats, he was blown away to make the Top 20 and take out Top Sedan. That being said, he and Nat rarely pass up an opportunity to take the HJ for a cruise, and the pair frequent popular Sydney hangouts like Harrys Café and Smeaton Grange



STRAIGHT AFTER SUMMERNATS OUR FIRST CRUISE WAS DOWN TO MY GRANDFATHER'S NURSING HOME FOR HIM TO ADMIRE WHAT USED TO BE HIS DAILY DRIVER

"Paul and his team took care of and fitted all the running gear and modifications; from the nine-inch diff to the braided hoses and custom headers and exhaust."

To a Dart Big M block, Paul added a Scat crank and rods, JE slugs and Comp Cams solid roller camshaft. AFR 385 alloy heads feature massive 2.350-inch and 1.88-inch Ferrea valves, and an Edelbrock Super Victor wears an 1150cfm Dominator carb. It's a simple yet effective combo that's nicely streetable, tough and, as Steve attests, has power to burn.

It's backed by a Turbo 400 auto with a 4500rpm TCE converter, with a 31-spline nine-inch with Truetrac centre riding out back. Underneath you'll find 300mm discs with Wilwood calipers, King Springs and Koni shocks at all four corners, while Schott Venom wheels measure in at 19x7in with 215/35/19 tyres up front, and 20x8.5in with 255/35/20 hoops in the back.

When it came time to do some interior decorating, Steve handed decision-making privileges over to his wife, Natasha, who aside from being every inch the gearhead he is, happens to have a flair for such things.

"Natasha is quite the fashionista, so I knew she was capable, and that whatever she chose to do would look awesome and

be of elite quality and have the tough street appeal," Steve says.

Nat prescribed modified VX Calais pews front and rear, custom door trims, Mercedes carpet, a custom fibreglass cluster with Auto Meter instruments and plenty of billet accessories. The custom black leather re-trim features silver stitching to tie in the exterior hue, and an Alpine/Kenwood stereo provides cruising tunes.

Steve and Natasha might have missed out on having the car ready to transport them on their wedding day, but it was wrapped up 24 hours before Summernats 28, where it polled well in the Elite Hall judging.

"Straight after Summernats our first cruise was down to my grandfather's nursing home for him to admire what used to be his daily driver," Steve says. "I dedicate The Old Girl to my grandfather, Shack, and to my beautiful wife Natasha for all her hard work, dedication and support."

"It's very rare to have a partner who supports you in what is an expensive and time-consuming hobby, and who has the same passion for cars."

Rumour has it Nat has detailed plans afoot for a one-tonner build, so this is likely not the last Xuereb family creation you'll see in *Street Machine*! ■■■

HOTTEST 100



STORY BORIS VISKOVIĆ PHOTOS JORDAN LEIST

**CLASSIC STYLE AND SLAMMED STANCE
COMBINE IN KEVIN EDWARDS'S
PIN-SHARP F100**







1: A 1970 Ford Bronco bumper replaces the original, which was twisted quite badly when Kevin caught it on a cat's eye one evening – oops. It's tucked in a little closer to the body thanks to modified brackets

2: Another feature of the Custom Cab option was this cool door trim

with a zip-up panel that accesses a storage bin

BELOW: Late-30s Ford artillery wheels wrapped in Coker wide whites aren't something you see too often on a 60s F100. That door in front of the rear wheel is for the toolbox, another cool factory option that Kevin decided to keep

IT IS a definite advantage when you're a second-generation car guy – a kid who grew up around cars, with a dad passionate about fixing up and modifying old junk. That's how Perth's Kevin Edwards, who is only 25 years old, managed to put together such a cool rig at such a young age; Kev Edwards Sr not only passed his name on to his son, but also his love for old cars and a knack for fixing them up.

Kev Jr jumped into a boilermaking apprenticeship as soon as he could get out of school and these days he's a welding inspector – well, that's his regular job at least. What he really likes doing, though, is fabrication and building cool cars, skills he honed through bulk time spent building stuff for his mates. How much time? "Every bloody spare second," Kev says. "I'd built a few chassis for people, mainly young minitruckers."

How this F100 came to be what it is today arose out of Kevin needing something to tow his hot rod around with. "I bought it purely as a tow vehicle and parts runner for the hot rod, because the hot rod was always the priority. I'm the second owner; I bought it from a fella in Spokane, Washington and it was meant to be a fully original truck; I wasn't going to touch it. Well, I thought maybe I'd lower it and put a set of wheels on it, but nothing extreme.

"It was really rough around the edges," he continues. "When I went to put the tow hitch on it, I took the tray off and noticed that the chassis was cracked – that's when it all started. I thought, stuff it, might as well just build a rear clip. That lasted about two months and then I ripped the front end out and put an IFS in it from No Limits." The IFS, along with a swag of other parts, including Wilwood power disc brakes and power steering, were picked up on a trip to the US.

Purists – and those that like cool old engines – will be happy to hear that Kev kept the original 352ci FE that the truck left the factory with, albeit with a few updates. "I poured about \$20,000 into getting it built because, apparently, they're really hard to get power out of. The whole motor went to John at Southside Engine Centre for the machining and a ground-up rebuild. He pinched a bunch of 390 parts to put into it."

The engine still wears the original cast-iron heads but it's been fitted with an Edelbrock intake – which saves about 200kg over the original item – as well as finned Edelbrock rocker covers and air cleaner. The

I BOUGHT THE F100 PURELY AS A TOW VEHICLE AND PARTS RUNNER FOR MY HOT ROD, BECAUSE THE HOT ROD WAS ALWAYS THE PRIORITY





ABOVE: The engine is the original 352 FE that came with the truck. It's been fully rebuilt by Southside Engine Centre and then dressed up with a bunch of cool Edelbrock gear that Kevin painted black before sanding back the fins. Thanks to an Edelbrock intake and 650HP carb, it's got a bit of extra go as well





front of the donk copped a bit of flash as well with a March pulley system, which Kev had powdercoated black to match the rest of the engine. Apart from the shiny brake booster and master cylinder, and the tops of the fins, the whole engine bay is satin black. It's a neat look that is easy to maintain, which is just as well, as this is Kev's daily driver.

Kev can also thank the original owner – Elmer Patburg – for ticking the Custom Cab option when he ordered the truck back in 1966, giving Kev a much more luxurious interior than your typical pick-up of the era. That cool dash insert with its machine-turned fascia and extra gauges, as well as the extra trim and brightwork on the exterior, were all part of the package. Kev hasn't messed around with the interior too much, just adding a three-spoke steering wheel and column-mounted tachometer from Moon. The original-looking radio is actually a digital unit from Retro Sound.

Another neat trick is the old speaker grille in the top of the dash. Kev has turned that into a pop-up gauge pod to house the gauges for the airbag system. You also might have spotted that cool-looking shifter knob, and if you are really paying attention, the three pedals. The knob was custom-made by Guger Art in Sweden and sits atop a billet short-shift – which allows Kev to have the extra-long shifter arm for rowing through the five-speed Tremec TKO600.

The final step in the rebirth of this cool old truck was the paint. "It was meant to be Caribbean Turquoise, which is the original colour, but I wanted heaps more green in it, so I asked Dave at Gas 78 to tweak it," Kev says. "The white is just Wimbledon White." The artillery wheels were painted a cream to offset them from the wide whites and then capped with a set of baby Moons. It's a simple combination that you would see more often on a hot rod – which is precisely where Kev got them from, although he did swap the big-and-little rubber for a set of Coker Classic L78s on all four corners.

Now that the truck is done, Kev can get stuck back into his hot rod. It's a heavily chopped and channelled Model A tudor, and if everything goes to plan, he'll be taking it across to Chopped. That would be a pretty cool combo to see cruising across the Nullarbor! 

KEVIN EDWARDS
1966 FORD F100
CUSTOM CAB
Paint: Caribbean Turquoise and Wimbledon White

DONK
Type: 352ci FE
Inlet: Edelbrock Performer
Carb: Holley 650HP
Heads: Standard
Cam: Hydraulic
Crank: Standard
Conrods: Standard
Radiator: Aluminium
Exhaust: Twin 2.5in with hot-dogs

Ignition: MSD

SHIFT
Box: Tremec TKO600 five-speed
Clutch: McLeod
Diff: Ford 9in, 31-spline, LSD, 3.55 gears

BENEATH
Front end: No Limit Engineering IFS
Shocks: Shockwaves by Ridetech (f), Slam Specialties RE9 (r)
Steering: Rack-and-pinion
Brakes: Wilwood discs (f), drums (r)

ROLLING STOCK
Rims: Ford artillery; 15x6 (f), 15x7 (r)
Rubber: Coker Classic L78 wide whitewalls (f & r)

THANKS
First and foremost my dad Kevin Sr; my best mate Dan Sutton for lots of late nights drinking Jack Daniel's in the shed; Troy at TC Trimming; Alan Smart at Armadale Auto Parts; Harry at Streetbuilt Racing; the local bottle shop and pizza joint



ABOVE: The interior is pretty much as it left the factory. Being a Custom Cab, it had the extra gauges in the dash. Kevin added a Moon tachometer and mounted the airbag gauges into the old speaker grille, which has been modified to rise up out of the dash. That cool shifter knob was custom-made by Guger Art in Sweden

LEFT: If you're wondering about that grille, it's made up from '54 and '55 F100 grille parts and headlight buckets. The trim around the outside is all that remains of the original pressed grille



SPEED PRO

DISTRIBUTORS

*Great products,
better prices!*



Holley

Fuel Regs from \$153

QUICK FUEL
TECHNOLOGY

Carbs from \$434

Edelbrock

Manifolds from \$209



SPEEDFLOW



Scat
Crankshafts



MagnaFuel

Fuel Pumps from \$616



CRANE
Cams

Camshafts from \$175



AEROFLOW
PERFORMANCE PRODUCTS

Rocker Covers from \$385

MICKEY THOMPSON
PERFORMANCE
M/T
TIRES & WHEELS

Tyres from \$193



CENTER LINE
Forged WHEELS

Wheels from \$368



www.speedpro.com.au

11 Airlie Avenue, Dandenong. Vic. 3175
Ph: 03 9794 5177 Fax: 03 9793 1909

Muscle Car Parts Australia



**GUARDS, BUMPERS,
PANELS, RUBBERS**

**EH-EJ, HK-HG, HQ,
TORANA LC-LJ, LH-LX**

HOLDEN



**Reproduction Panels,
Parts, Glass, Rubbers,
and Mouldings
for:**

- Ford
- Mustang
- Firebird
- GTO
- Mazda
- Holden
- Camaro
- Chevelle
- Impala
- Datsun
- 48-56 Chev Pickup



CAMARO



HOLDEN TORANA



CHEVELLE



HOLDEN MONARO

**Find us on
Facebook**



facebook.com/musclecarpartsaustralia



MUSTANG



DATSUN



FORD GT



MAZDA

Visit Our Sydney Showroom:
26 Regent Crescent, Moorebank NSW 2170
Phone: 02 9821 2229 Fax: 02 9821 2202
Web Site: www.allmusclecarparts.com.au
Email: sales@allmusclecarparts.com.au

**WE HAVE A LARGE RANGE, CALL
US TO CHECK IF WE HAVE YOUR
PARTS, NEW PARTS ADDED DAILY**

Red Centre NATS

SURVIVAL GUIDE



090 THE PROGRAM
092 MAIN EVENTS
096 SUPPORT ACTS
097 OFFICIAL MAP





GET SET HON ADAM GILES

THE Northern Territory Government is proud to present the inaugural Red CentreNATS that'll take to the centre stage in Alice Springs from 3 to 6 September. Red CentreNATS is Australia's newest automotive lifestyle festival; a motor show for those who love all things cars.

Presented in association with Summernats – Australia's favourite horsepower party – the event will feature something for everyone including precision driving and street cruising, show 'n' shine, drag racing and an official Burnout Masters Qualifier. There is also the Rock 'n' Rumble concert on Friday night featuring Chocolate Starfish and Dr Elephant, as well as plenty of activities for children at Blatherskite Park.

Set against the backdrop of the spectacular MacDonnell Ranges, the event will be held at two iconic venues: Blatherskite Park, and the Alice Springs Inland Dragway. The Territory Government has invested \$1million in the Red CentreNATS and has allocated a multi-million dollar package of sports infrastructure spending across the Territory, including expansions and upgrades for the Alice Springs Inland Dragway and the Central Australia Drag Racing Association (CADRA).

The Territory Government is also providing entrants with the unique opportunity to show off their prized possessions on the streets of Alice Springs. We've set up designated cruise routes and are giving drivers the ability to apply for a temporary licence to drive an unregistered vehicle and cruise the town to show off their muscle and style.

I would like to thank all of the officials, volunteers and everyone involved in bringing this great new event together.

The Red CentreNATS will sit alongside existing iconic events including the V8 Supercars and the Finke Desert Race, collectively bringing thousands of interstate visitors – especially motoring and racing enthusiasts – to the Northern Territory.

We hope to see you in the Red Centre and may you enjoy the festivities and fun offered by the inaugural Red CentreNATS during this Father's Day weekend.

Hon Adam Giles MLA is the Chief Minister of the Northern Territory

THE PROGRAM

*All times are subject to change

WEDNESDAY 02 SEP 2015

6.30PM-9PM: FREE Family Movie Night, Lasseters Casino

THURSDAY 03 SEP 2015

9AM: Gates Open, Entrant Registration / Scruitineering, Blatherskite Park
10AM-4PM: Town Cruising, Alice Springs
5PM: Gates Close, Blatherskite Park

FRIDAY 04 SEP 2015 – DAY ONE

9AM: Entrant Registration / Scruitineering, Blatherskite Park
10AM: Gates Open, Blatherskite Park
10AM-4PM: Town Cruising, Alice Springs
12PM-5PM: Elite Show Cars Judging, Blatherskite Park
4PM-5PM: Town Street Parade, Alice Springs

ROCK 'N' RUMBLE – FRIDAY NIGHT CONCERT

6PM: Rock 'n' Rumble featuring Dr Elephant and Chocolate Starfish, Blatherskite Park

9.30PM: Gates Close, Blatherskite Park

SATURDAY 05 SEP 2015 – DAY TWO

9AM-12PM: Elite Show Cars Judging, Blatherskite Park
9AM-10PM: Town Cruising, Alice Springs
10AM: Gates Open, Blatherskite Park
10AM-4.30PM: Elite Show Cars Display, Blatherskite Park
10AM-4.30PM: Show 'n' Shine, Blatherskite Park
10AM-4.30PM: Grass Driving Events, Blatherskite Park
10AM-4.30PM: Dyno Clinic and Competition Qualifying, Blatherskite Park
11AM-12PM: Show Cars Unveiling, Blatherskite Park
12PM: Gates Open, Alice Springs Inland Dragway
12PM-6PM: Drag Racing Qualifying, Alice Springs Inland Dragway
4.30PM: Gates Close, Blatherskite Park





RED ALERT ANDY LOPEZ

Everyone from Summernats can't wait for Red CentreNATS to start.

The first year of this awesome new festival will feature a great Burnout Masters field led by Lynchy, in his banging blue Corolla, Gary and Jake Myers, and Dave Cufone and Fred Watson in FEAR, to name a few. With \$10,000 and a couple of spots up for grabs to the Liqui-Moly Burnout Masters Grand Final at Summernats, there's plenty at stake and qualifying under lights on Saturday night will be hard-fought.

The top two qualifiers from the Burnout Champs class will be offered a spot at the Red CentreNATS Burnout Masters Final on Sunday.

There are plenty of elite cars also making the trip. Summernats 28 Grand Champion Nathan Borg's HRDWK leads a select group of show cars including Brian Willis's HK Monaro and a bunch of top cars from last month's Meguiar's MotorEx (among others).

There's also a full field of drag racing with more than 100 nominated cars, including full competition drag cars and dial-your-own racing.

In addition, we're putting on a short-course Motorkhana at the Lasseters Hotel Casino. It's a comp for all drivers and a great test of low-gear driving skills with plenty of twists and turns. It doesn't matter how big your donk is, it's all about driver skill. There are also three timed grass-driving events at Blatherskite Park including circle work, grab a flag and slalom.

Above all else we're looking forward to seeing big beasts cruising the streets of Alice Springs between Blatherskite Park, ASID, and the town itself. Trust the Northern Territory Government to be cool enough to grant temporary permits to sensible Aussies so they can drive their crazy unregistered cars on the street.

Is this a Summernats in the desert? No it's not. This Father's Day festival is its own show, with its own identity. It has the Summernats spirit, but includes a range of cars that you wouldn't normally see at the 'Nats. We're proud to be hooked up with the guys from NT Major Events and the people of Alice Springs in creating this brand new, and first of plenty, automotive lifestyle party in the heart of Australia.

SATURDAY NIGHT

6PM-8.30PM: Burnout Qualifying, Alice Springs Inland Dragway

8.30PM-10.30PM: Burnout Masters Main Event Qualifying, Alice Springs Inland Dragway

10.30PM: Gates Close, Alice Springs Inland Dragway

SUNDAY 06 SEP 2015 - DAY THREE

9AM-4PM: Town Cruising, Alice Springs

10AM: Gates Open, Blatherskite Park

10AM-4.00PM: Elite Show Cars Display, Blatherskite Park

10AM-4.00PM: Show 'n' Shine, Blatherskite Park

10AM-12PM: Grass Driving Events, Blatherskite Park

10AM-12PM: Dyno Clinic and Competition Finals, Blatherskite Park

11AM: Gates Open, Alice Springs Inland Dragway

11AM-1PM: Drag Racing Finals, Alice Springs Inland Dragway

1PM-3PM: Burnout Competition Finals, Alice Springs Inland Dragway

3PM-4PM: Burnout Masters Finals, Alice Springs Inland Dragway

4PM: Gates Close, Blatherskite Park and Alice Springs Inland Dragway

4PM-5.30PM: Motorkhana, Lasseters Casino / Alice Springs Convention Centre

SUNDAY NIGHT

6PM-6.30PM: Red CentreNATS Podium Party Happy Hour, Alice Springs Convention Centre

6.30PM-10PM: Red CentreNATS Podium Party, Alice Springs Convention Centre



Red CentreNATS



WELCOME TO THE RED CENTRE

ALICE Springs lies in the physical and spiritual heart of Australia's arid zone, halfway between Darwin to the north and Adelaide to the south.

A thriving and spirited outback centre, Alice Springs is as famous for the personality of its locals (and contemporary and traditional art) as it is natural wonders, including the Larapinta Trail, the MacDonnell Ranges and soon to be Red CentreNATS.

Travel NT (www.travelnt.com) is Northern Territory Government's official tourism website for visitors to the Territory. The Alice Springs section of the Travel NT website contains maps, itineraries, travel advice and lots of other information.

Tourism Central Australia (www.discovercentralaustralia.com) has listings for accommodation, car hire and other services for visitors to Alice Springs. They also run the local information centre located in the middle of Todd Mall. Tourism Central Australia will set up a mobile hub at Blatherksite Park during Red CentreNATS to make your bookings easier.

GETTING THERE - PLANE

ALICE Springs Airport is currently serviced by Qantas with direct flights to and from Sydney, Melbourne, Perth, Darwin, Adelaide, Cairns, Brisbane and Uluru (Ayers Rock). Virgin Australia has commenced return flights each week between Darwin and Alice Springs, and between Adelaide and Alice Springs.

Located 15km from the town, Alice Springs Airport is modern and compact. The airport's travel facilities include left-luggage, lost property services, showers, toilets and baby-change rooms. There are ATMs and public telephones, internet access, a post box, and a tourist information stand.

BURNOUTS!

BURNOUTS UNDER LIGHTS!

THAT'S right; Red CentreNATS contestants will be qualifying under lights in Alice Springs. It all kicks off at 6.30pm Saturday with two hours of Burnout Championship qualifying, and then things will click into overdrive at 8.30pm for the Burnout Masters.

"It's a compact program for this year and we're going to jam as much into it as possible," Summernats co-owner Dom McCormack says. "Obviously it's been pretty tough to run burnouts at night at Summernats because of the EPA, but there's a lot more freedom out there in Alice Springs. There's also the entertainment value too, it'll be great to watch burnouts under lights after a long day in the sun."

As is the case with Summernats, the Red CentreNATS will operate two separate burnout competitions – the Red CentreNATS Burnout Championship and the Burnout Masters – on Alice Springs Inland Dragway's burnout pad.

The burnout pad has an interesting history. It was built after a financial donation from Taryn Harders – wife of local racer Dave Harders who passed away after a yearlong battle with cancer in 2012. The guys and girls of the Central Australian Drag Racing Association showed their appreciation by naming it The Hard Ass Burnout Pad in Dave's memory.

More recently, the NT government tipped in another \$100,000 to extend the pad further and now it closely replicates the Summernats burnout pad in size and shape.

The Red CentreNATS Burnout

Championship will give all entrants a chance to prove their worth during Saturday's qualifying session, and then the top qualifiers will shoot it out for the cash on Sunday.

Running alongside the Burnout Championship will be the Burnout Masters 'Desert Storm'; with around 25 of the country's biggest and baddest burnout warriors battling it out for a \$10K first prize. They've been chosen from a range of events including Murray Bridge, Gazzanats WA, UBC, and Summernats 28 and the list reads like a who's who of burnout bad asses. It includes Mark Schwirse, Gary Myers, Dave Cufone, Matt Power, Fred Watson, Justen Brown, Steve Edsall, Jason Earl, Matt Purnell and many more.

The top three placings will go to Summernats 29 for the National Burnout Masters (if they haven't already qualified).

"They will definitely need to bring their A-game," Dom says. "The heavy hitters are coming in from all corners of the country and will undoubtedly be keen to leave their mark on the first event of its kind in Central Australia."

In addition to all the wild Burnout Masters action, Peter Gray will be unveiling the world's most powerful burnout car at the Red CentreNATS. We're not going to spoil the surprise, but let's just say it's packing around 8000hp thanks to an ex-Darren Morgan Top Fuel engine. Nitro burnouts anyone?

WHEN: Sat, 6.30pm-10.30pm, Sun 1pm-4pm







THE ULTIMATE DRIVE

GETTING to Alice Springs, Northern Territory, via the Stuart Highway is easy! If you love a road trip, you are spoilt for choice. Well-maintained and sealed highways provide the most direct routes between the Northern Territory and cities in South Australia, Queensland and Western Australia.

> FROM QUEENSLAND

THE most easily accessible route from Queensland is the fully sealed Barkly Highway from Mt Isa. Alternatively, travellers can drive the unsealed portion of the Victoria Highway from Cairns.

> FROM WESTERN AUSTRALIA

THERE are a few access points from Western Australia, including the Victoria Highway and Buntine Highway in the north, while travellers from the south can cross into South Australia on the Eyre Highway, then take the Stuart Highway from Port Augusta.

> FROM SOUTH AUSTRALIA

TAKE the Stuart Highway from Adelaide through Coober Pedy into the Northern Territory. In the NT, the Stuart Highway connects through the major centres of Alice Springs, Tennant Creek and Katherine before finishing up in Darwin.

THE GHAN

THE Ghan is one of the world's great train journeys and travels an epic 2797km between Adelaide and Darwin, stopping en-route at Alice Springs. The Ghan's scheduled service runs twice a week in both directions from June until September. The full journey takes three days and two nights, which is a perfect amount of time to sit back, relax and take in the view. Ticket options range from seat-only to full packages including meals & private cabins. Advanced bookings are highly recommended, particularly between June and September.

DRAGS & DRIVING EVENTS

DRAG 'EM!

FOR those who like to live their lives a quarter mile at a time, there will be plenty of action at the Alice Springs Inland Dragway (ASID). The racing will be run on a quarter mile dial-your-own format, which means all vehicles should be in with an equal chance, from the mild streeter right up to the blown alcohol drag monster. If you've ever wanted to try your car at the strip, this is will be the place to go.

WHEN: Saturday 5 and Sunday 6 September 2015

WHERE: Alice Springs Inland Dragway

QUALIFYING: Saturday, 12pm-6pm

FINALS: Sunday, 11am-1pm

MOTORKHANA

TO FINISH off the Red CentreNATS, and just before the after party gets started, there will be a short course tarmac motorkhana at the Lasseters Hotel Casino. It's open to all drivers and it should be the ultimate test of man and machine as entrants pit their cars, and themselves, against the clock. There will be plenty of twists and turns, so it doesn't matter

how much power you are packing – it's all about how you use it.

WHEN: Sunday 6 September 2015

WHERE: Lasseters Casino, Barrett Drive, Alice Springs

TIME: Sunday 4pm-5.30pm

GRASS DRIVING

IF YOU'RE keen on throwing some grass and dirt around – or watching others do it – then head down to Blatherskite Park Showgrounds on both Saturday and Sunday for two full days of grass-carving action. Red CentreNATS entrants will pit their driving abilities against three demanding grass courses, brought directly from the Summernats main arena, as they battle it out against the clock to decide the eventual Red CentreNATS Grass Driving Events winner.

WHEN: Saturday 5 and Sunday 6 September 2015

WHERE: Blatherskite Park, Len Kittle Drive, Alice Springs

TIME: Saturday, 10am-4.30pm, Sunday 10am-12pm





Red CentreNATS



PERMITS!

ONE of the coolest features of Red CentreNATS will be the cruising, with local authorities providing temporary permits for unregistered toughies to take to the street. Entrants will be able to have their blown and tubbed pro streeter on show in Blatherskite Park, then idle through the main drag and out to Alice Springs International Dragway to lay down some passes at the strip or fry some tyres in the burnout comp. Or both!

Cruising on the permits is restricted to certain routes and times, but for \$45 we reckon it's a pretty good deal. Obviously, you'll need to behave appropriately on the road, and your vehicle will have to meet basic safety and noise standards. All the details can be found at redcentrenats.com.au.

RED CENTRE NATS CHAMPION

THERE will be two classes for judging at Red CentreNATS: Show and Street. But regardless of whether you can eat off your undercarriage or not, everyone is in the running for the title of Red CentreNATS Champion.

Sure, show judging points will count, but you'll also have to participate in the grass driving events, the drags and the Friday street parade to be in the running.

Other awards include a People's Choice gong for Show Class, a Top 20 in Street Class, plus a bunch of body style awards for categories such as body, paint, interior, engine bay, engineering and encouragement. Chief judge is none other than Owen Webb!

Get more info on the judging process at redcentrenats.com.au.



SUPPORT ACTS

UNDER THE STARS MOVIE NIGHT

BRING the whole family along for a free movie night under the stars at Lasseters Casino to celebrate the start of Red CentreNATS. We're inviting Alice Springs residents, entrants and visitors to come along for a relaxed evening on the lawns of Lasseters. Bring a rug and a chair to get comfortable, and come early to grab a feed. The screening of Disney Pixar's *Cars* will start at approximately 6.30pm.

WHEN: Wednesday 2 September 2015

WHERE: The lawns of Lasseters Casino, Barrett Drive, Alice Springs

TIME: 6.30pm

ROCK 'N' RUMBLE CONCERT

GET ready to rock at the Red CentreNATS Concert on Friday 4 September. One of Australia's most beloved rock bands, Chocolate Starfish, will play a special one-off concert on the opening night. The band will pay homage to Meatloaf's killer *Bat Out of Hell* album.

Tackling such an iconic piece of work would be a daunting prospect for any band, but the larger-than-life band, with enigmatic front man Adam Thompson, are one of the few who are easily up for the challenge.

Supporting the mighty Starfish is Dr Elephant, a Territory favourite and previously Darwin's longest-running cover band. The band only recently decided to make the move to Far North Queensland. They have made

a name for themselves in the Territory and across Australia having played at numerous major events and concerts.

Entry to the concert is included in the Friday Day Pass (only \$20) and the 3-Day Chrome Pass. Don't miss them!

WHEN: Friday 4 September 2015

WHERE: Blatherskite Park, Len Kittle Drive, Alice Springs

TIME: 6pm

CARNIVAL ZONE

IT'S not a Father's Day weekend without the kids, and there will be plenty for the kids to do – other than catching all the car action, that is! Be sure to Check out the Red CentreNATS Carnival Zone located in the automotive hub at Blatherskite Park.

There will be hands-on fun for everyone with amusement rides, a daily reptile show and much more. Meet huge perentie goannas, thorny devils, frill-neck lizards and many other fascinating lizards including a varied selection of NT geckos from the Alice Springs region, Barkly and the Top End.

Children 13 years and under will be admitted free to Red CentreNATS throughout the weekend when accompanied by an adult.

WHEN: Saturday 5 and Sunday 6 September

WHERE: Blatherskite Park, Len Kittle Drive, Alice Springs

TIME: 10am – 4pm each day



RED CENTRE NATS MAP



LOOSE CANNON



STORY DAVE CAREY PHOTOS AUTOSHOTZ.COM.AU

SET TO RUN HIGH SEVENS AT THE STRIP AND TORCH TYRES AT POWERCRUISE, THIS BLOWN CHEV-POWERED SS UTE IS A SHOW-AND-GO BIG GUN





KRIS Nothdurft has always wanted a big block-powered Commodore, a lurching burnout machine with a single-digit quarter-mile slip. And thanks to a couple of mates who shared his dream, Kris's VU ute no longer just hauls goods – it is the goods.

A tiler by trade, Kris purchased the stock LS1-powered SS as a work truck. But being a revhead by nature, Kris knew the ute was destined for so much more.

LS motors love a tickle, so Kris took it to Robby Abbott of Abbott Engine Reconditioning for some heads, a cam and a 150-shot of nitrous. "With a 4500rpm stally, she could blow the doors off the import boys with the work trailer still on the back!" Kris chuckles. "And she'd run 10.7s all day without it."

Kris didn't limit his fun to scaring Skyline drivers and cutting quarters, though. "I attended a skid pan day," he says, "but the ute was just too low. The front tyres tore out both guards."

Kris tasked Jason Wilkinson of Wilky's Pro Paintz with the repair; next thing you know, the VU had copped skull graphics down each side, a pearl clearcoat over the top and a full rollcage.

A few months later, the ute's tradie days finally ended when Wilky fabricated new wheel tubs and a 1.2mm sheet-metal rear floor, to accommodate a stout nine-inch. "I drove it to work occasionally after that," Kris admits. "Harnesses, tubs, fuel cell, 'cage; even with the 20x13s down the back, I never got hassled." That was until his brother Scott drove the ute to a show on his behalf and copped a defect.

The boys got the defect lifted, but the writing was on the wall for this loose VU. "I took it off the road. It was a nice car, but it was lacking horsepower," Kris says of the 500-pony LS1, without a hint of irony. "Robby and I talked about doing more work to the LS, but I've always wanted a blown big-block in a Commodore. And Robby agreed; a big-block will take more abuse and last longer. That's the theory!"

Like many good builds, the nightmares began from day one. Robby ordered up a smorgasbord of go-fast bits from various vendors in the US, but a pallet-load of stuff went AWOL, arriving some five months later. And it wasn't just the donk: "The Showwheels took 31 weeks from go to whoa!"

With a deadline of Summernats 28 looming, things were gradually coming together, but then Kris won an argument he shouldn't have. "Wilky and I had been bickering for about a year about the colour; he wanted to keep it white, I wanted to change it." With half the engine MIA and only 90 days remaining until Summernats, it somehow seemed perfectly reasonable to remove the Senator kit, raise the floor, move the firewall, seam-weld and smooth the engine bay, box the chassis rails, extend the rollcage and change the colour inside and out.

As the parts arrived, the 540 Chev was dummied up in the engine bay, to help position the extractors and the custom-fabricated 3.5-inch exhausts. With the latter tucked up under the sills and exiting in front of the rear wheels, the floor had to be raised by 140mm, causing a classic domino effect in the process. New carpet, seat

ROBBY AND I TALKED ABOUT DOING MORE WORK TO THE LS, BUT I'VE ALWAYS WANTED A BLOWN BIG-BLOCK IN A COMMODORE

BELOW: Kris's ute scored well in the hotly contested Tuff Street judging at *Street Machine* Summernats 28, taking out second place in both the Best Pro Tuff and Tuff Street categories, as well as an outright win in Engineering Excellence – Pro Tuff





ENGINE: Dropping a 540ci mill into a VU ute isn't a bolt-in affair. The steering rack was replaced with a Torana item and was moved from the back of the K-frame to the front, while ball joints are HQ and the steering arms are from a VE

INTERIOR: A pretty schmick interior for a war rig? Not really; Kris never intended LOOSSE to be a dedicated drag car; Summernats and Powercruises were always going to be on the agenda. The dash is full of Auto Meter gear, column-mounted stalks have been deleted, the rollcage has been colour-coded and the handbrake now activates the parachute





SHIFTER: The previous LS1 could run 10.7s without fail, but the gearbox not so much; Kris went through eight (yes, eight) built 460Es until fitting a Turbo 400. The current T400 was built by Robby Abbott for his eight-second Mustang. "We'll just see how this one goes," Kris says. "If it dies, we'll throw a 'Glide in it'"

WHEELS: If you spied LOOSSE at Summernats 28, you may have noticed it had different wheels. "The Showwheels SW4s never made it on time; I had to borrow a set of 22in Twisted Vistas from a mate to get us through," Kris says. "We didn't even know if they'd fit until we sat it down to roll it on the trailer"



rails, sill mouldings and other detail items were affected; everything was about two inches too long!

Given the ute was to be a show, track and Powercruise weapon, untidy areas like the ignition barrel, indicator stalk and wiper switch were smoothed, removed or relocated where necessary.

Wilky's pretty handy with a welder, but that tight deadline was bearing down. "Mate, you should have seen this thing 24 hours before we were due to trailer-up and leave," Kris says. "It was a bare shell with an engine in it – no bonnet, no bodykit, no interior and the engine only running on four cylinders. I was ready to pull the pin, but Wilky never gave up on it."

Cue some mates and a montage sequence, as several days' work was crammed into 24 hours. The car was screwed back together, strapped to a trailer and dragged nose-first kicking and screaming towards Summernats 28.

"We were pretty wired," Kris says of arriving at the 'Nats. "No sleep for days and a big drive behind us, but rolling into Exhibition Park the adrenaline hit and it all went away."

Some fine tinware proved it had all been worth it – second in both the hotly contested Best Pro Tuff and Tuff Street categories, and an outright win in Engineering Excellence – Pro Tuff.

The plan now is to hit a few more shows, including Powercruise and a return to Summernats, before doing some proper testing, getting the ute tech-inspected and then unleashing it on the track. Outlaw Nitro funny car racer Paul Messineo was called in to get the 540 Chev running well enough to move; he will return to dial it in for the track. Kris is hoping for high sevens, so set-up will be crucial.

"It's got the horsepower; you can barely hold it back against the brake," he says. "I gave it a blip in the car park; it was another level, mate – it was loose!"

Hence the number plate! 

KRIS NOTHDURFT 2002 HOLDEN COMMODORE SS UTE

Colour: PPG Real Teal

GRUNT

Engine: 540ci Chevrolet V8

Block: Dart

Intake: The Blower Shop blower manifold

Induction: The Blower Shop 8/71 with polished Enderle Big & Ugly injector hat

Heads: Ported alloy CNC-machined Air Flow Research 365cc

Pistons: Diamond

Crank: Callies

Rods: Oliver

Cam: Bullet roller

Ignition: Mallory magneto and coil

Fuel pump: Enderle 110

Sump: ASR race sump

Exhaust: 2½in custom extractors into straight-through 3½in stainless-steel exhaust

SHIFT

Transmission: Fully manualised, reverse-pattern T400

Stall: The Converter Shop 5500rpm

Diff: Sheet-metal 9in, 35-spline axles

BENEATH

Brakes: Wilwood discs and calipers (f & r); Wilwood master cylinder

Springs and shocks: XYZ coil-overs (f), QA1 coil-overs (r)

Rear end: Custom four-link

Steering: Modified Torana rack-and-pinion

ROLLING

Rims: Showwheels SW4; 20x8.5 (f), 22x13 (r)

Rubber: Pirelli; 245/30 R20 (f), 335/25 R22 (r)

INTERIOR

Steering wheel: Billet Specialties

Seats: Standard with tan leather re-trim

Gauges: Auto Meter

Shifter: B&M Pro Ratchet

THANKS

Jason Wilkinson from Wilky's Pro Paintz, not only for the paint, but the entire build: fab work, exhaust, fitting-up, wiring and plumbing; Robby Abbott, Abbott Engine Reconditioning; Paul Messineo for set-up advice; all the other boys who helped out

I GAVE IT A BLIP IN THE CAR PARK;

IT WAS ANOTHER LEVEL, MATE – IT WAS LOOSE!

BONNET: The bonnet is a work of art. Starting with a NOS item, Wilky cut a hole for the donk and removed the factory bracing, replacing it with 1mm sheet steel. He then bent and rolled a 40mm steel strip in the shape of the hole to box the inner and outer skins.



The Perfect Father's Day Gift!



TOTAL PRIZE VALUE UP TO \$34,000

A magazine subscription is the perfect Father's Day present – it's the gift that keeps on coming all year round!

PLUS, by subscribing or renewing your subscription to any of these great magazines for yourself, or as a gift for dad, you could win an incredible 2-day African adventure.

You will have the chance of a lifetime to get up close with some amazing animals. This incredible wildlife park is right here in Australia (in Canberra), but you will feel like you are in the middle of Africa. Total prize value up to \$34,000, with five amazing adventures to be won!

So subscribe to one of these fabulous magazines today and **save up to 50% plus be in the draw for your chance to WIN!**

MAGSHOP



SAVE 25%
12 issues: \$84.95

Order online at **www.magshop.com.au/dad6**

Competition closes 05/11/2015 at 11:59pm. *For full terms and conditions of entry, visit www.magshop.com.au/dad Winner's name will be published in The Australian on 25/02/2016.



Subscribe for your chance to **WIN 1 of 5 African style safaris!**



Prize package includes:

- 🔥 2 nights in 5-star luxury accommodation for up to 4 people* staying in a Jungle Bungalow or in the Shark Grand Suite
- 🔥 All meals and dinner beverages*
- 🔥 3-day Zoo entry pass
- 🔥 An exclusive tour where you will meet some of the world's most beautiful and endangered animals.
- 🔥 Return flights for 4 people from nearest capital city in Australia

Jamala Wildlife Lodge is one of the few places in the world you can sleep next to a cheetah or a brown bear and have dinner with white lions and hyenas! Your room and the lounge and dining areas are straight out of Africa, featuring magnificent carvings, artworks and an overwhelming atmosphere of being in a game lodge on the other side of the world!

For more information visit www.jamalawildlifelodge.com.au



SAVE 44%
12 issues: \$59.95



SAVE 25%
12 issues: \$84.95



SAVE 28%
12 issues: \$59.95



SAVE 27%
13 issues: \$90.00



SAVE 23%
13 issues: \$99.95



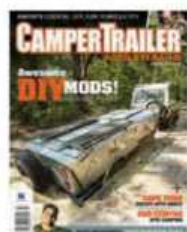
SAVE 35%
12 issues: \$69.95



SAVE 47%
12 issues: \$39.95



SAVE 35%
12 issues: \$69.95



SAVE 26%
12 issues: \$79.95



SAVE 25%
12 issues: \$84.95



SAVE 33%
11 issues: \$54.95



SAVE 50%
12 issues: \$29.95



SAVE 35%
12 issues: \$69.95



SAVE 26%
12 issues: \$79.95

or phone **136 116** and quote **LF159STM**

Competition authorised under NSW: LTPS/15/04076, SA: T15/908, ACT TP 15/06044, VIC: 15/1184. Savings based on retail cover price.



CROWD SURFING

OVER 15 YEARS, NEW ZEALAND'S BEACH HOP HAS
BECOME ONE OF THE MUST-DO EVENTS IN WORLDWIDE
HOT RODDING, AND THE 2015 RUNNING SHOWED WHY

STORY IAIN KELLY PHOTOS ALASTAIR RITCHIE







NEW Zealand's Beach Hop kicked off in April 2001 in the town of Whangamata, on the North Island's picturesque Coromandel Peninsula. Over 6000 people came together for a weekend celebrating the 1950s and 60s rock & roll lifestyle, raising \$3000 for the local surf club. But those humble beginnings were soon eclipsed as subsequent runnings of the event saw both the funds raised and the number of attendees increasing exponentially each year.

With over 110,000 punters flocking to 2015's Beach Hop, it was again another packed year of cool tunes, chilled vibes and sweet pre-1972 cars. A change of headline sponsor to Repco, following Sony's run for the past few years, meant an Aussie automotive company was supporting this NZ event – a fitting display of ANZAC spirit!

The party officially kicked off at 7pm on Tuesday, 24 March with the Coastal Rockers Club Night at Whangamata Club, and the rocking didn't stop until Sunday afternoon five days later. Bands performed around the clock on more than five stages, and there were fashion competitions, auctions, a surf competition, cruises, a comedy night, markets and multiple car shows all going on at different times over the week.

Drizzling rain cast a bit of a pall over the weekend and did hold the numbers down slightly, but the diehards wouldn't be stopped and big crowds camped out along the cruise route in the town centre to watch all manner of wild and mild machinery roll past.

And there was plenty of machinery to watch, covering just about every niche for pre-'72 modified and stock cars: bombs, street machines, muscle cars, stockers, hot and street rods, lowriders, pro tourers and more.

"We take just over 1000 five-day entrants, and we have day entrants and motorbikes on top of that too. If you add it all together it's around 1400 vehicles that participated in the 2015 Beach Hop," event organiser Noddy Watts said. "The crowds this year were up on last year, even with this rainy weather. It is scary to think how busy it would have been with a fine day; it feels like half of New Zealand was here today!"

"The event has got so big *[over the years]*, and to have everything in one place we realised the way to manage it was to split it up into different events. So we have shows within shows, which allows us a lot more variety."

Noddy explained the interesting way the Coromandel Council works out how many punters turn up to hop at

WITH OVER 110,000 PUNTERS FLOCKING TO 2015'S BEACH HOP, IT WAS AGAIN ANOTHER PACKED YEAR OF COOL TUNES, CHILLED VIBES AND SWEET PRE-1972 CARS





Ed Trybula brought his wicked blown and injected big block-powered PROFAT Monaro to Beach Hop. Ed's had the car in the build for more than 20 years, and finally finished it just in time for the event. The 700hp beast sang a sweet – and loud – song along the cruise route



CON BENTLEY
1968 VE VALIANT

"I USE the Val every weekend and it's a great little runabout," said Hastings local Con. "We haven't had it on the drag strip and we don't know how much power it's making but it's just a lot of fun."

"I've got a Valiant coupe done as a Richard Petty NASCAR replica, but this was a \$60 rust-bucket we chopped up to have a bit of a play with and turned it into a two-door. We put the straight axle under the front and it came out all right considering I bought it for a derby car. Everything on it has been donated or bought for cheap."

"It fits in a bit better here than the coupe. It would be nicer here with windows, but I'm too cheap to get them made up!"



THE CROWDS WERE UP ON LAST YEAR, EVEN WITH THE RAINY WEATHER. IT IS SCARY TO THINK HOW BUSY IT WOULD HAVE BEEN WITH A FINE DAY; IT FELT LIKE HALF OF NEW ZEALAND WAS HERE



JOHNNY BURKHART
1969 PLYMOUTH ROADRUNNER

JOHNNY'S menacing '69 Roadrunner packs a ProCharged Hemi making an eye-watering 1600hp. He has recently swapped a set of 22x10 Intro billets for a set of bead-locked Weld 15s, as the big 'bagged coupe is headed into the eights. "It was originally a 440 six-pack, but it was always going to end up as a Hemi as soon as the bank manager came on board," he said.

"It was an intense one-year build, from stripping it down to metal through to the tubs, new drivetrain, rollcage, the lot. There's an all-new chrome-moly front end with double wishbones and Shockwave airbags. "We haven't put it down the strip yet, but we know it will be quick. I've got a 2000hp 5F1 Powerglide in it with a transbrake, but it's quite driveable with the FAST EFI."



TREVOR HALSTEAD
1953 STUDEBAKER STARLIGHT COUPE

"IT WAS a very rough car when we started; about four sheets of panel steel have gone into it!" Trevor said. "It's all been done by me, except the trim. "The front suspension and steering are SL/R Torana and the brakes are a mix of Holden and Falcon. The engine is a 496 big-block Chev I pieced together from swap meets, and the tunnel ram is actually off my bullet-nose Studebaker I had back in the late 70s. It's a typical budget build of mine, so a lot of junkyard bits have gone into it. "Everything has been done to ensure it's certified legal – even the blower height."



AARON BECK
1973 PLYMOUTH 'CUDA

IT ISN'T all low 'n' slow at Beach Hop – Aaron Beck brought his murdered-out '73 Plymouth 'Cuda from Wellington. "I've done everything! It's a ground-up rebuild from a bare shell on a rotisserie," Aaron said. "I cut all the factory panels off it, stitch-welded everything, TIG-welded a 'cage for it and put a full fibreglass front end on it. There's Hotchkis suspension and everything underneath is all new. "The engine is a 440. I'm going to fit some track wheels and NASCAR brakes, as it's a street car first of all, but I'll race it on-track."





LEFT & ABOVE: Nigel Sheles's first drive of his '52 sedan delivery happened on the Wednesday cruise at Beach Hop. The heavily polished 383 small-block sits in a fully flaked and sheet metal-finished engine bay, with elite-level detailing from one end to the other. Apart from the massive chop, metal mods include a '59 Impala dash and '48 Cadillac rear guards. Underneath, the suspension, brakes and diff are all Jag

Amanda Williams and Glenn Ross came to the Hop with their bad-arse California two-tone '67 El Camino. It packs a 383 Chev small-block topped by a 6/71 and a pair of 650 Holleys





the beach each year. "They get that number by measuring waste water – poos and wees," he revealed. "It all goes into a plant; they know the flow rate and they can measure it."

All joking aside, Noddy couldn't compliment the council enough. "They're amazing. You could imagine the red tape there is around an event like this, but we have a Beach Hop officer there now and we tell them what we want and they go off and deal with the red tape, then they come back and tell us we're all good."

Noddy also took time to praise the behaviour of entrants. While it's unfortunately normal to see at least one dill acting up at the wrong time and in the wrong place at shows in Australia, Beach Hop entrants were remarkably restrained even with all that liquid horsepower coating the tarmac.

"I think everyone is growing up and realising that if we want to keep enjoying these old cars then we need to do it responsibly," Noddy said. "We can't be hoons and we need to be safe, so that's one reason why nobody is mucking up, even on the wet roads."

One of the wild rigs snapping necks on the cruise route was a long way from home. Nigel Sheles brought his

custom '52 Chevy sedan delivery across to the Hop from the Gold Coast. He had the crazy custom on debut and scored a prestigious Top Five berth with the green sled.

"We bought it about four years ago and chopped it two years ago, then did all the bodywork," Nigel said. "It's on Jag running gear with a '59 Impala dash and '48 Cadillac rear guards, plus a 460hp 383 stroker small-block."

"My friend Paul Aston and I have been coming here for seven years and we decided to debut it here instead of Sydney. We pushed it in the container with five miles on the clock. We've had a couple of small issues, but we'll sort it out back at home and come back to the next one."

"It really doesn't get better than the Beach Hop," Nigel continued. "I've been to shows all over America and Australia and this is the best thing. Aussies need to get off their arse and come over for this!"

The 2016 Repco Beach Hop will be on from 30 March until 3 April. Along with the Kumeu and Muscle Car Madness shows in January, as well as the Leadfoot Festival in February, New Zealand is fast becoming a strong outpost of amazing cool car culture, so Aussies should take advantage of the good dollar and cheap flights! 🗝️

I'VE BEEN TO SHOWS ALL OVER AMERICA AND AUSTRALIA AND THIS IS THE BEST THING. AUSSIES NEED TO GET OFF THEIR ARSE AND COME OVER FOR THIS!

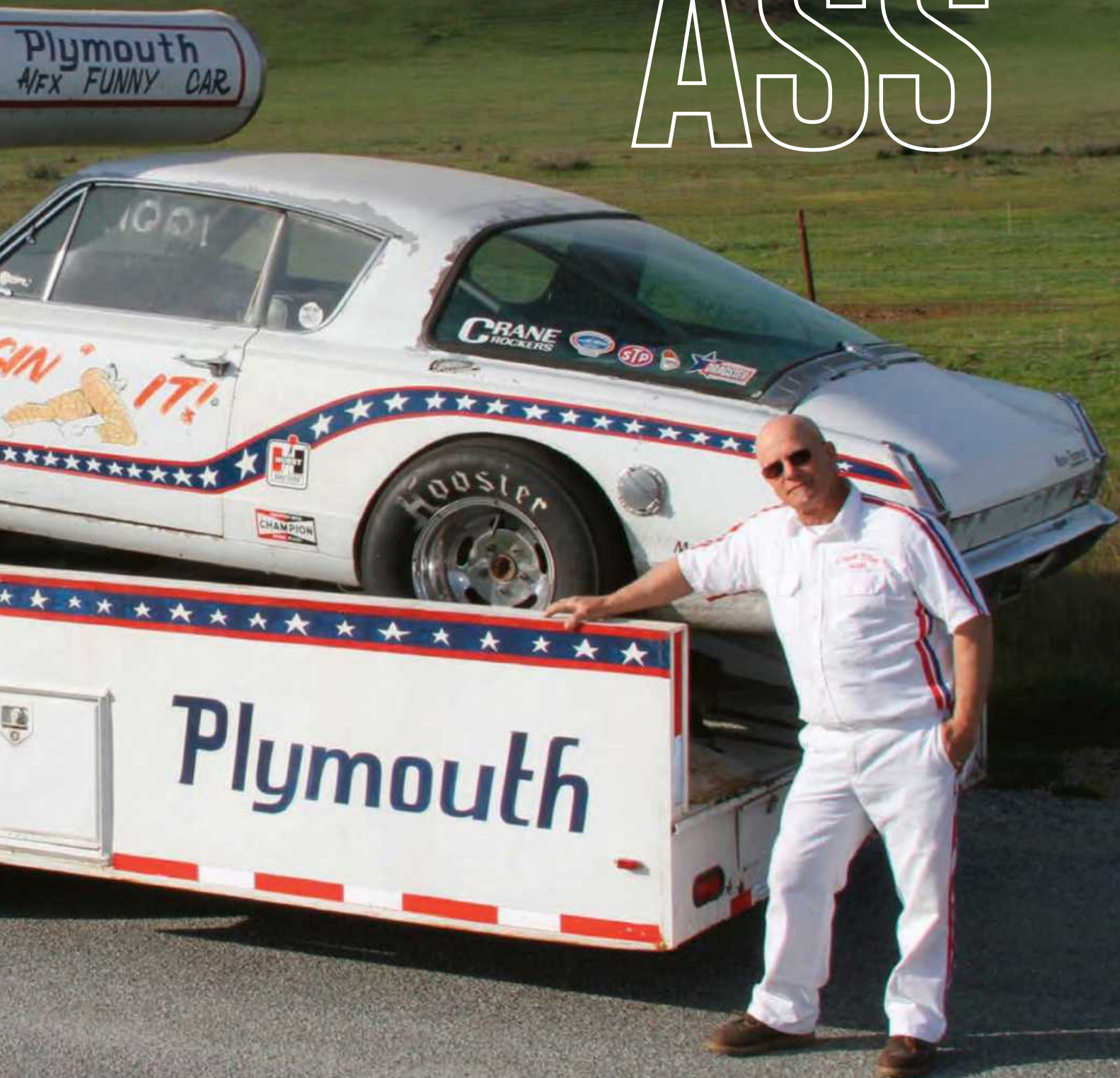




STORY BORIS VISKOVIC ★ PHOTOS TRENT SHERRILL

IF YOU'RE GOING TO RACE AN OLD GASSER,
YOU MIGHT AS WELL ROLL UP IN STYLE

HAULIN' ASS



JOE Hickenbottom is proof you don't have to slow down in retirement. In fact it just means more time to build cool cars and the Monterey, California, local has so many in his shed, he's not even sure how many. But for this story we're focusing on just two – his '66 Plymouth Barracuda gasser and its matching Dodge C500 hauler. They are just the tip of a very cool iceberg of old race cars.

"That's what I do; build drag cars – old-school stuff. I've got a '40 Dodge with a Hemi that was raced in the 50s. I raced that for a while but retired it and just drive it on the street. I've got a '48 Anglia which was raced in the 50s and 60s; I'm doing a '57 Thunderbird gasser; I've got a '41 Willys pick-up with an Oldsmobile motor that's built as a 60s-style gasser and a '57 Chevy with a blown 409 that was an old drag car. I don't know how many I've got – I never counted 'em."

But wait, there's more: "I've got a Topolino, a Bantam, a '41 Ford with a big-block and a

"I took it out to the dragstrip and made half a dozen passes. It went pretty good – I think it did 74mph and about 20 seconds or something. Pretty exciting when you're 16 years old!"

It might seem crazy for a bloke who's pushing 70 to be drag racing old cars, but it's a cakewalk compared to what young Joe used to get up to.

"I raced motorcycles for a long time – motocross for Maico, then flat track with a Triumph, a Velocette, a BSA and a Norton. I got out of them because I kept falling down and getting hurt, so I got a rolldie around me now."

Out of all the cars he owns, the 'Cuda is one of the rattiest but it always draws a crowd – and that, Joe admits, was not what he was expecting. There was no great plan to resurrect an old race car and wow everyone everywhere he went. Rather, it happened almost by accident.

"I was looking at a '61 Chevrolet on Craigslist and in the background, in the weeds, I saw that 'Leggin It' on the door, so I rang the guy. He'd sold the Chevy but I asked him what it was. It

I DID THE 'CUDA THINKING PEOPLE WOULD SAY: 'WHAT A PIECE OF JUNK!' I THINK THEY LIKE IT BECAUSE IT'S THE REAL DEAL

chopped top, and a '34 Chevy coupe with a race motor in it." There's also a couple of early 60s front-engine dragsters he's working on.

Joe's always been a racer and did whatever it took to get to the track as often as possible.

"I raced every weekend I could borrow, rent or steal a car. Take it out there, pop the hubcaps and go and race it. I took my grandmother's Cadillac out there one time. It was a '59 Cadillac with a big motor and I asked my grandmother: 'If I wash and wax it, could I take it to town?'

was his dad's old race car and he had passed away. I asked if it was for sale. He said: 'Not really, nobody would want that, you can have it.'"

It was a six-hour drive to get the car. But once there, Joe could see all of the other parts in the garage or spread around the yard. For \$1000, he hauled the whole lot home.

"I got to looking at it and it was ugly thing, so I stuck it up on my hill and a few years went by. I lost interest in it and tried to give it away a bunch of times and nobody would take it," he says.

JOE HICKENBOTTOM
1966 PLYMOUTH BARRACUDA
Paint: Original war paint

DONK

Type: Chrysler 383 big-block

Inlet: Offenhauser tunnel ram

Carb: Holley 660cfm centre squirters x2

Heads: Stock, ported and polished

Pistons: High comp

Exhaust: Zoomie headers

SHIFT

Box: Torqueflite 727

Converter: 4000rpm stall

Diff: Dana 10-bolt, 4.56 gears

BENEATH

Front end: Tube axle, leaf springs

Shocks: Tube (f), '65 El Camino air shocks (r)

Brakes: Disc (f), drums (r)

ROLLING STOCK

Rims: Appliance chrome 13x4 (f), 15x8 (r)

Rubber: Douglas 155/80/13 (f), Hoosier slick (r)

THANKS

Joe Hunt for the magneto and all his help; Ray Johnson for building the headers and for his help during the build

BELOW: The '65 Dodge C500 ramp truck is the perfect match for the '66 Barracuda and means Joe doesn't have to hide a late-model tow vehicle at nostalgia events





ABOVE: "The gold velocity stacks were given to me by a friend. He bought them in '66 [from Vic Hubbard] for a blown '41 Willys he was going to run with twin fours. He decided to go injection and stashed them. I spotted them and he said he'd give them to me if I put them on the 'Cuda." The car sits pretty low in the tail, but Joe can adjust that using the '65 El Camino air shocks. It hooks

up pretty well and can lift the wheels on a good track

BELOW: Joe fitted the tube axle and leaf springs for that nose-high gasser stance. The Moon tank is a puke tank

RIGHT: The neat stuff continues indoors, with a set of Hurst Lightning Rods to stir the 727 and a vintage MICO line locker housed in that cool console



I BEAT A LOT OF CARS WITH MORE HORSEPOWER. THE MOTOR SITS SO FAR BACK THAT IT REALLY HOOKS UP



RAMPING IT UP

AS DRAG racing popularity exploded during the 60s, the teams became more professional. A station wagon and trailer no longer cut the mustard when you were match-racing around the country, so top teams and manufacturers started using trucks with custom ramps and well-appointed sleeper cabins to make life on the road easier for the team. They were also mobile billboards.

Joe doesn't know much about his Dodge C500's history, but a little research shows it was built as a tribute to the trucks used by racers like Don Prudhomme and Tom McEwen. It used to haul a '65

Plymouth A/FX dubbed Rebel, which explains the Evel Knievel-inspired paint scheme. Joe added stars to the 'Cuda to match the hauler then had the Dodge interior redone to match the exterior.

"I was hoping the motor would be bad so I could put a Detroit or Cummins diesel in it, but it's got a stock 318 Poly motor with a four-speed and a two-speed rear end and it runs like a top. It probably gets 10-11mpg and even going up the hills it'll do 45mph. It'll sit on 65mph no worries. It's a neat little package – my goal is to hook a hitch on it and haul another car behind it."



But one year he wanted to take something different to the races and thought it'd be a good idea to get the 'Cuda running.

"The engine was apart when I got it but I put it together right away and got it running on a stand – it had a lot of good race stuff in it. I just didn't ever feel like building that car, but about two weeks before a local gasser event at Eagle Field, I said to my friend: 'Let's throw that 'Cuda together and go race it.'"

So, two weeks and \$2500 later, Joe had the car running, using parts he had lying around. That was about five years ago.

"I had only \$2500 in it until the converter went out and I had to buy a \$1000 converter. I've raced it at a lot of events and done lots of passes. I just got back from Illinois – raced it three days and did 26 passes at the Meltdown Drags at Byron Raceway.

"I did the 'Cuda as more of a joke – I stuck it together thinking people would say: 'What a piece of junk!' I'm telling you, it gets so much attention wherever I go. I think people like it because it's the real deal and undisturbed. I never thought it would be a hit – I just like to

go fast and save things from going to waste."

But not only does the 'Cuda get a lot of attention; it brings home the bacon, too.

"I win a lot of races – I beat a lot of cars with a lot more horsepower – because the motor sits back so far that it really just hooks up and goes. A lot of guys with more horsepower just spin. I've sort of found the sweet spot, so I'd hate to change it."

Towards the end of our conversation, Joe mentions yet another old hot rod he just got going: "I just finished the coolest drag car ever. It's a '37 Ford with a mid-engined Olds. It sat in a town next to me for 50 years. It was a race car but they would run it on the streets in those days and it did wheelies. You sit over the rear end and the motor sits where the front seat was."

For Joe, that's what his cars and the whole nostalgia racing scene is about – having fun without spending all of your kids' inheritance.

"I could afford to build a high-dollar race car, but the fun in it for me is to build it out of junk like we did in the old days and go out there and win a few races." ■

Burnout
Competition

Drift
Racing

Street
Cruising

Dyno
Cell

Show
n
Shine

Precision
Grass
Driving

WELCOME TO
ALICE
SPRINGS

Red Centre NATS // 01

3 - 6 SEPTEMBER 2015
Alice Springs

ULTIMATE FESTIVAL OF WHEELS

...in the heart of Australia

www.redcentrenats.com.au

facebook.com/redcentrenats

Northern Territory
Government

Do the
NT

NORTHERN
TERRITORY
MAJOR
EVENTS
COMPANY
Event Organiser

In association with
SUMMERNATS

**Street
MACHINE**



GAME CHANGER

STORY NIGEL GRIMSHAW PHOTOS MATTHEW HOWELL

STEVE NEIMANTAS HAS SPENT MOST OF HIS LIFE RACING STREET-LEGAL DRAG CARS. HIS LATEST ASSAULT ON THE QUARTER-MILE, A 3000HP BENTLEY CONTINENTAL GT, IS HIS WILDEST RIDE YET





POMGOLIAN Steve Neimantas started drag racing back in 1987, his car back then a 1969 Plymouth GTX. He's run the quarter-mile pretty much every year since, and his list of race cars reads like the ultimate dream garage: 1964½ Mustang convertible; 1970 Plymouth Duster; 1969 Plymouth GTX; Triumph Vitesse convertible (okay, not everyone's idea of a dream) with a 440ci Chrysler donk (better); 1966 Dodge Charger; 1934 Ford; 1970 Dodge Challenger; and an Aston Martin Vantage (527ci Mopar, 14/71 blower, tube frame). All Steve's cars have one very important thing in common – they have all been street-legal. Clearly UK laws are a tad more lenient than Oz!

I first met Steve in 1992. I'd landed a job with *Street Machine* (UK) and the editor sent me back to my hometown to write a story on Steve's 1934 coupe. Over the years we stayed in touch, drinking the occasional beer and talking cars. And then a few years ago the rumours started, which, even after the Aston Martin, seemed hard to believe. But they persisted, until one day I picked up the phone and asked if they were true. Steve, in typical understated style, confirmed the rumours – he was building a big-block twin-turbo Bentley Continental GT that would be good for 3000hp at the flywheel.

Back in 2013, Steve was at a crossroads. His love affair with drag racing was under pressure and he was thinking of selling his beloved Aston Martin Vantage and kicking his quarter-mile addiction. But not without one last run. And so he loaded up the Vantage and headed to the Mopar Nationals at Santa Pod, Bedfordshire. That weekend the Aston ran nowhere near its best (8.60@160mph on street

tyres, 7.70@177mph on slicks), but it didn't matter to Steve, who had rediscovered his drag-racing mojo. Now he wanted to push into the sixes, and to do that, the Aston would need a rebuild.

Rather than totally rebuilding the Vantage, Steve decided to start from scratch. First of all, the new car had to be street-legal, and it had to be British. The choice quickly boiled down to either an Aston Martin DB9 or a Bentley Continental GT. And Steve already owned one Aston Martin drag car.

"I searched breaker's yards for a Continental GT bodysell, but they were all too badly damaged," Steve says. "So I decided I might as well buy a complete car."

The complete car in question soon appeared on eBay. So the deal was done and the £500 deposit was paid online, the rest in cash. With that, Steve and his mates headed 100km west to Liverpool with a gym bag full of cash.

For the most part Liverpool is a wonderful city, but it has its more challenging neighbourhoods. And it was to just such a neighbourhood the lads were headed. "As we got closer, buildings got rougher and rougher. Definitely not a Bentley area," Steve remembers. "Then we saw the Continental GT parked in a front garden, blocked in by two old 4x4s."

Despite Steve's misgivings, it was the car's owner who ended up with more questions than answers. Steve: "He asked me if I would like a test drive, but I said: 'No, I'm going to chop it up as soon as I get it home.'" Money and documents changed hands and Steve drove his Bentley back home.

From the moment Steve decided to build a new car he had a very clear idea that it would be street-legal, and that it

IT HAD TO LOOK AS CLOSE TO A STANDARD BENTLEY AS 3000HP WOULD ALLOW





ENGINE:
The Steve Morris Engines big-block 615ci twin-turbo V8 Chevy is the same type of donk that was in Tom Bailey's 2013 Drag Week-winning '69 Camaro



INTERIOR:
Lightweight carbonfibre has a heavy presence within the cabin. Driver's seat is sculpted to cater for Steve's large six-foot frame, including the position of the rollcage



BODY AND STANCE:

Right from the get-go Steve set an agenda that the Continental GT must remain as close as possible to a standard Bentley. Exceptions include a custom carbonfibre double-skinned bonnet, front wings and grille panel (using original hinges and gas rams) and a custom carbonfibre rear bumper/diffuser. That paintwork is even stock Bentley!





wouldn't be covered in big wings and snorkel scoops. It had to look as close to a standard Bentley as 3000hp would allow.

And so, as promised in Liverpool, the car was stripped immediately. What wasn't needed was sold, the sale recouping a surprisingly large amount of money: "All the parts went to one company," Steve says. "They'd shipped a Continental GT in from the USA. Somehow it had been completely submerged in salt water and they needed everything I wanted to sell including the interior, about five miles of wiring and 30 ECUs. I got 60 per cent of the money I'd spent on the car back."

Bodywise, the Bentley just needed flatting and painting, and at this point the project went two ways. What remained of the GT – essentially the two sides, roof and rear panels – was dispatched to Jon Webster's Webster Race Engineering (WRE) who would construct the full tube chassis and carry out the vast majority of the fabrication. The engine commission, meanwhile, went to Steve Morris, the man behind some of the quickest and fastest streetable engines ever built.

Neimantas is a Mopar guy through and through, and originally wanted to run a Hemi in the Bentley. Almost from the get-go, however, the idea was a non-starter. "When I first

called Steve Morris we talked about a Hemi," he says, "but they had never built one for a project like this and it would have meant a lot of expensive development work."

Tom Bailey, winner of the 2013 *Hot Rod Drag Week* in his 1969 Camaro, had caught Steve's attention. Running a Steve Morris-built 615ci twin-turbo Chevy, Tom had been the first to run five consecutive six-second passes during Drag Week, and the engine had also survived thousands of road miles. Steve N and Steve M agreed this was the way to go and work and began on the 615ci twin-turbo Chevy. Aside from a different intake manifold and smaller turbos – to help the Bentley spool up quicker – Steve's and Tom's engines are essentially the same. The aim was around 2500hp, but when the engine went on the Steve Morris dyno it hit 3082hp.

Meanwhile, back in England, Jon Webster was pushing ahead with the chassis and fabrication, sticking as tight as was practical to the 'it-must-look-as-stock-as-possible' brief. So much so that all bodywork, with the exception of the front end, is still original Continental GT – the roof and the rear quarters are steel, and the doors and boot lid are aluminium. The bonnet and front wings are custom carbonfibre, but there

THE AIM WAS AROUND 2500HP, BUT WHEN THE ENGINE WENT ON THE STEVE MORRIS DYNO IT HIT 3082HP





STEVE NEIMANTAS
2004 BENTLEY
CONTINENTAL GT
Colour: Bentley
 metallic grey

ENGINE

Brand: Steve Morris
 Engines (SME) 615ci,
 Brodix block
Heads: 14.5-degree
Crank: Callies, 4.25in
 stroke
Rods: Callies 6.7in
 Ultra Beam

Intake: SME billet
Valve covers: SME billet
Sump: Moroso five-stage,
 dry
Camshaft: SME custom
Belt drive: Jesel
Balancer: Innovators West
Turbos: Twin 88mm
 Bullseye
Exhaust: Webster Race
 Engineering (WRE)
 custom 321 stainless-steel
 system, charge-cooler and
 piperwork
Throttlebody: 5in Wilson

Loom: EPS Motorsport
ECU: MoTeC M800, CL
 dash and PDM; ignition
 control, knock control
 and full array of system
 sensors

TRANSMISSION

Gearbox: Andy Frost
 custom Powerglide, Reid
 case, 1.54 low gear
Converter: Neil Chance
 bolt-together converter
Diff: Custom 9in,
 35-spline locker, 3.00:1

gears, heavy-duty axles,
 WRE custom casing

CHASSIS

Custom WRE SFI 25.2
 chrome-moly

SUSPENSION

Front: Strange GT strut
 with tunable limiters
Rear: Diagonal link,
 anti-roll bar
Shocks: Double
 adjustable 19in; 14in
 120lb springs (f & r)





are no huge scoops or vents. The paint is stock Bentley. From start to finish Webster took just seven months to build the car.

And so, 28 years on from his drag racing debut, Steve is back between the beams, this time not in a '69 GTX, but a 3000hp state-of-the-art street racer loaded with turbos and electronic engine management.

Going one second quicker certainly takes a lot of doing when it comes to street-legal cars and drag racing. And it's not just about the specification, build and expense. The driving becomes a very different challenge, too.

"We are still learning about the car, but right now, at the top of the track, the GT is only running about 20lb boost," Steve says. "On the startline it leaves on about 4lb boost. To put this into perspective, on the dyno we got 32lb boost. 20lb boost works out at about 2000hp, and we are currently leaving the line with 1000hp. This is using treaded drag radial rubber. So there's still mountains of performance to come.

"When you launch the Bentley on the transbrake, the engine management kills the power then feeds it in gradually based on feedback from the engine management system and sensors. The problem is if you get out of shape and come off the power and then get back on it, the management doesn't just feed the power in gradually. You go straight to the end-of-track boost and the tyres get blown away."

After each run there is a colossal amount of data available to Steve and his crew, provided by the engine management system and sensors placed around the Bentley. These measure such things as shock travel for downforce and wheel speed. "Our biggest problem at the moment is the tyres are spinning right through to the top end of the track," Steve says. "At the last meeting the timing ticket said 199mph, but when we downloaded the data the wheels were spinning at 222mph. I was black-lining the track from 1000 feet onwards."

Steve races his Bentley in the Street Eliminator UK series – the longest-established street-legal drag racing series in Europe. However, there is an elephant in the room and that's *Hot Rod* magazine's Drag Week, the ultimate test of street-legal race cars.

If ever a car was built to take on the ultimate Drag Week challenge, it is Steve's Bentley. Yet Steve remains non-committal about shipping his Continental GT Stateside. "If we can get the car dialled in properly we will certainly seriously think about going," he says. "But the problem is the more time passes the quicker the cars taking part in Drag Week get. It will have to be 2016, or not at all."

Here's hoping there is a Bentley-sized shipping container dockside next year. 

IF EVER A CAR WAS BUILT TO TAKE ON THE DRAG WEEK CHALLENGE, IT IS STEVE'S BENTLEY. YET HE REMAINS NON-COMMITTAL ABOUT SHIPPING HIS GT STATESIDE

EXTERIOR

Much of the body is original Bentley steel and aluminium. Stand-out features include operational double-glazed electric windows and the automatic active spoiler



TECH TORQUE

STORY ANDREW BROADLEY PHOTOS PETER BATEMAN



LOADED SIX GUN

> JEFF AND MATT RAMSAY HAVE BUILT THE HOLDEN 186 TO END ALL HOLDEN SIXES

THE humble Holden six-pot would have to be one of Australia's most widely modified engines. Thanks to a production life that spanned almost four decades, they are nothing if not plentiful – and eminently tuneable.

Sydney supercharger specialist Jeff Ramsay has over 30 years' experience fettling Holden sixes, so when he and son Matt decided to embark on a personal project, it was always going to be something special.

Enter this wild Duggan-headed, Whipple-blown, mechanically injected 186 Holden red motor, set to produce upwards of 650 thundering horsepower and send the Ramsays' FJ drag ute down the standing quarter in no time flat.

"The engine was fully built and engineered in-house at Jeff Ramsay Engineering, using only the best componentry," Matt explains. "Hundreds of hours were spent measuring, checking and

machining parts, and most external parts were custom-made to suit this particular set-up."

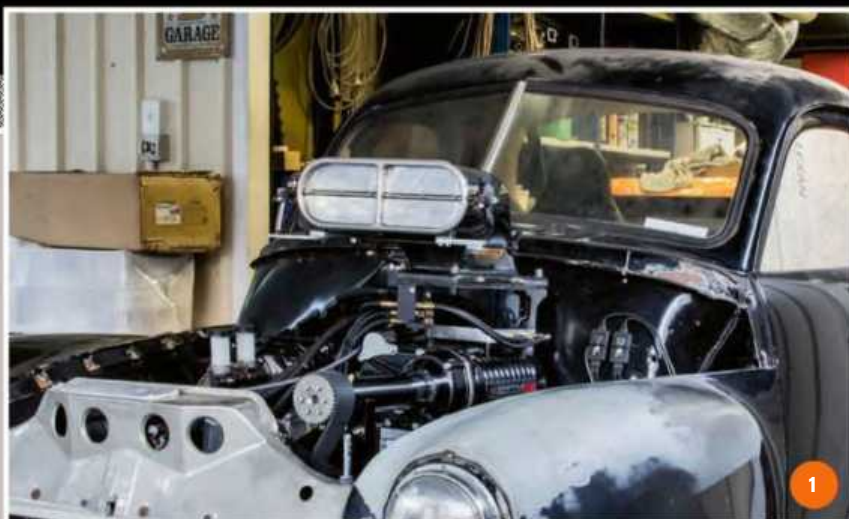
From its towering carbonfibre injector hat to its heavily modified oil pan, the engine is laden with exotica. But for all the custom billet hardware, it is still very much an old red motor. The block was subjected to the regular checks and measures, but aside from being part-grout-filled, O-ringed and studded top and bottom to keep its internals, well, internal, there is nothing particularly exotic about it. Likewise, the crankshaft was balanced and nitrided, but is still the ridgedy-didge factory-issue Holden item. "We've used proper race bearings and a stud girdle with $\frac{7}{16}$ -inch ARP mains studs, so we've done our best to get it to stay together," Matt says.

With 30psi of boost planned, the standard rods and pistons had to go, but there isn't exactly a vast array of aftermarket options

available for 650hp meth-chugging 186 Holdens. To that end, Jeff spoke to Carrillo in the States about putting together a package that would do the trick, and they supplied a set of billet rods and CP pistons, custom-made to suit this unique application.

Any Holden six nut will tell you that the Duggan head is a revered piece of Aussie hot-up hardware, and the Ramsays' testing certainly seemed to support its reputation. "We flow-tested the Duggan against a really good 12-port head, and its flow characteristics were vastly superior. From 3000-7000rpm the two lines on the graph just grew exponentially apart," Matt says. "The ports come out at 45 degrees to the valves rather than 90, and the valve spacing allows for the fitment of larger valves. The Duggan is alloy too, so it's a fair bit lighter."

The head is anchored down with half-inch head



MAIN: With the blower 25 per cent overdriven and producing 24psi, the motor produced 492hp and 512ft-lb by 5000rpm during a preliminary dyno session. A pulley change now has the blower running 32 per cent overdriven, so with more boost and plenty more revs to go, Jeff is confident of a solid result once it's fully tuned

1: The engine now resides in Jeff and Matt's FJ drag ute. It runs a standard body and chassis with an HR front end, full 'cage, Powerglide and gin rear, with plans to cram either a 29 or 30in tyre under it. "I'd like for it to run an eight eventually, but off the trailer it should go mid-to-high nines according to the Moroso," Matt says. "We'll run it in Super Sedan and at nostalgia events"

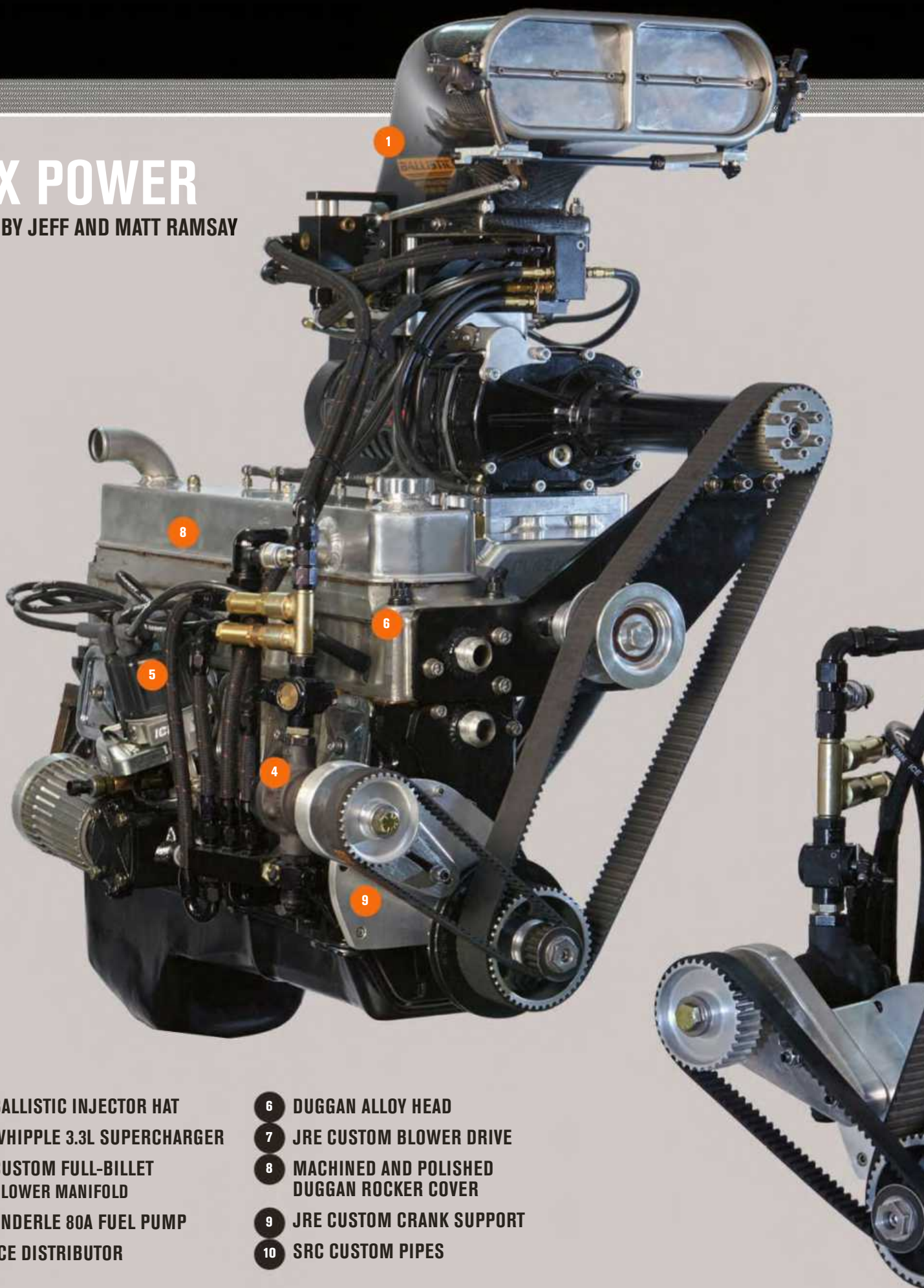
2: When Jeff and Matt stripped the interior out of the car, they found these beaut little souvenirs under the driver's seat. Mid-13s were none-too-shabby for an aspired six-banger in 1976

3: The humpy has a fair bit of race heritage about it. It was initially built and raced as 'The Brumby' in the 70s by Ray Walker, and Jeff remembers the car running at Castlereagh back in the day

4: The Racepak datalogger fits the standard FJ dash beautifully, and is constantly fed information from oil pressure, fuel pressure, EGT, O₂, boost pressure and manifold temperature sensors all over the motor

SIX POWER

BUILT BY JEFF AND MATT RAMSAY

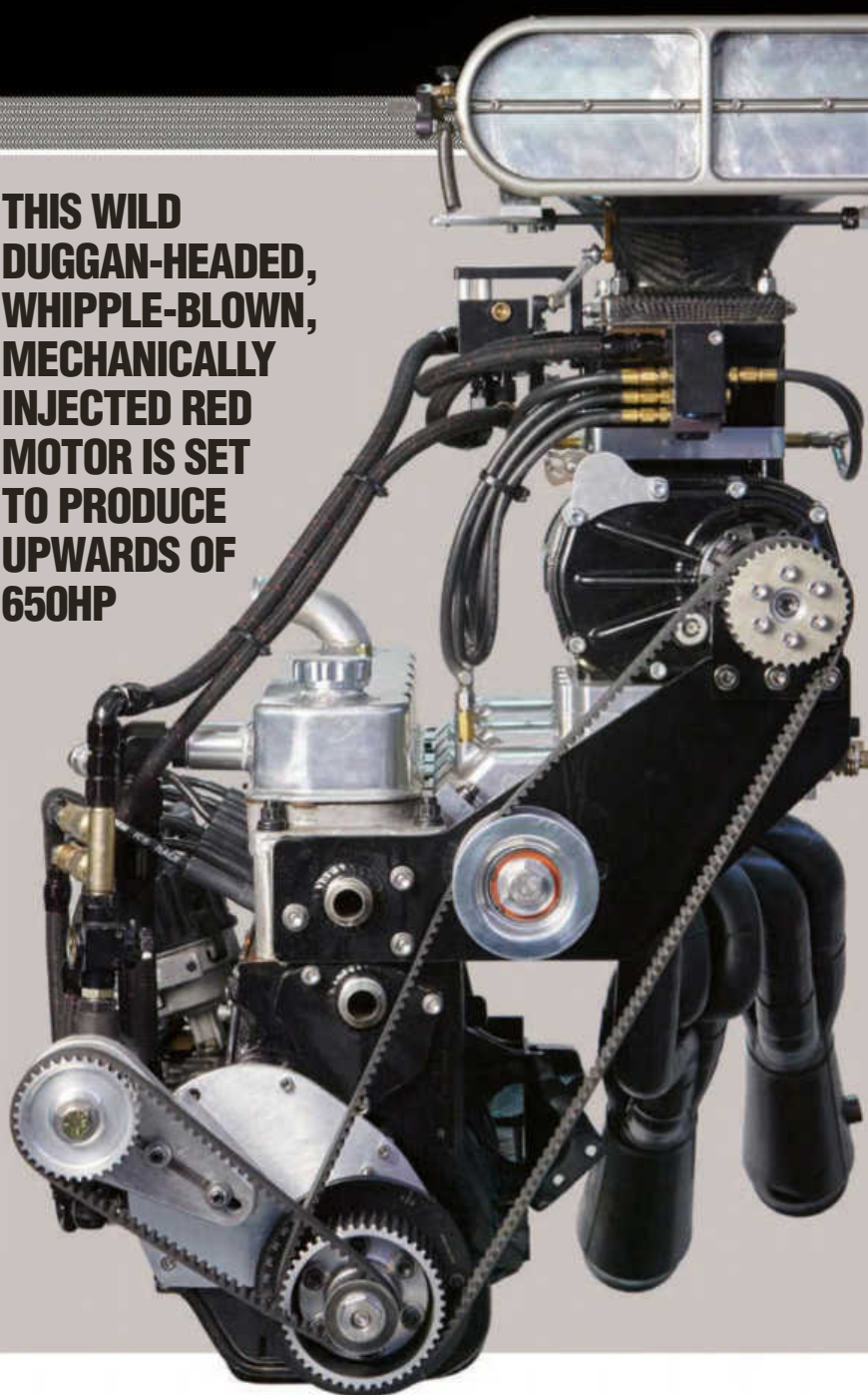


- 1 BALLISTIC INJECTOR HAT
- 2 WHIPPLE 3.3L SUPERCHARGER
- 3 CUSTOM FULL-BILLET BLOWER MANIFOLD
- 4 ENDERLE 80A FUEL PUMP
- 5 ICE DISTRIBUTOR

- 6 DUGGAN ALLOY HEAD
- 7 JRE CUSTOM BLOWER DRIVE
- 8 MACHINED AND POLISHED DUGGAN ROCKER COVER
- 9 JRE CUSTOM CRANK SUPPORT
- 10 SRC CUSTOM PIPES



THIS WILD DUGGAN-HEADED, WHIPPLE-BLOWN, MECHANICALLY INJECTED RED MOTOR IS SET TO PRODUCE UPWARDS OF 650HP



JEFF & MATT RAMSAY

Engine: 190ci Holden six
Crankshaft: Holden 186
Camshaft: Surecam custom-grind roller
Pistons: CP forged, 10:1
Rods: Carrillo billet
Cylinder head: Duggan aluminium
Intake: Ramsay Engineering CNC billet aluminium one-piece manifold
Supercharger: Whipple 3.3L
Ignition: ICE electronic
Fuel: Methanol

THANKS

Alex from Plazmaman for all his help and letting Matt use the CNC machines after hours; Adam from Plazmaman for all the on-the-spot welding jobs; JB from Somoracz Race Cars for the killer pipes; Russell from Dominator Engines for parts, engine machining and advice; Luke from Haltech for his advice and wiring help with the Racepak set-up; Matt's wife Sarah and Jeff's wife Kerry for letting them spend most weekends working on the engine



studs, while a copper head gasket and custom bronze fire-rings are tasked with keeping the combustion charge confined. "A lot of turbo four-cylinder guys are using them with up to 80psi of boost, so they should work well," Matt says.

The cam is a Surecam solid-roller, which, like so many other components, was designed especially for this application. Jeff isn't keen to go into great detail regarding the specifics of the grind, but he does suggest that it has 260° duration at .050in, and around .700in lift.

So in other words, it's a whopper. "I took the cylinder head to Kim Baker and he flowed it and tickled it a little bit," Jeff says. "It didn't flow as well on the exhaust, so when we went to the cam grinder, he gave us more duration on the exhaust lobes to make up for the inadequate exhaust port."

One of the highlights of the whole package is the completely bespoke billet blower

manifold, which was sketched up by Jeff before Matt spent some 20 hours in CAD drawing, toolpathing and CNC machining. The plenum and runners are all one piece, with a baseplate welded on the bottom, which makes for a fairly spectacular-looking piece of hardware. It wears a Whipple 3.3-litre screw blower, as opposed to the more commonly used Roots-type pump. "They are heaps more efficient than a 71-series supercharger; they don't take as much power to drive them," Matt says. "I like the look of the Whipple and you don't see many of them out there, so it's something a little bit different."

Just as different is the rather mean-looking Ballistic carbonfibre injector hat, fed a steady stream of methanol by an Enderle 80A belt-driven pump. The ignition system is an all-Aussie affair built with off-the-shelf bits from ICE Ignition, but is fairly straightforward, with a coil, dizzy and 16V booster. Those beautiful

custom-made headers boast 1 7/8-inch primaries into three-into-one collectors and three-inch to four-inch megaphones. Suffice to say, you'll hear it coming.

And now the all-important question – if you wandered in off the street and wanted Jeff and Matt to build you one just like it, what would it cost? "Well, I don't know," Matt says. "It'd have to be at least twenty grand. There's so much time involved that you couldn't charge a customer for every minute we spent on it. There were plenty of hours just in the calculations before we even got started!"

Jeff stresses the importance of doing things the right way when embarking on such a project. "You've got to be sensible and talk to the right people; you need good information," he advises. "And if you buy good-quality components in the first place that's a real plus – that way you only have to do it once." ■

BUILD IT YOURSELF

**WITH PREMIUM QUALITY,
EXPERTLY ENGINEERED COMPONENTS TO
AUSTRALIAN STANDARDS**

LC - LJ TORANA TUBULAR FRONT END

Custom built tubular front crossmember with tubular upper and lower wishbones incorporating Alloy Viking double adjustable coil over shocks. The crossmember is set up 50 mm narrower and is approx 40 kg lighter than standard. Rack & pinion steering box and stub axles not supplied in kit..

\$4500.00



LH-LX TORANA TUBULAR FRONT END

t. Custom built tubular front crossmember with tubular upper and lower wishbones and Alloy Viking double adjustable coil over shocks. The crossmember is a direct replacement for the original and weighs in 40 kg lighter the stock unit. Supplied with or without engine mounts. Rack & pinion steering box and stub axles not supplied in kit.

\$4500.00



VB-VX COMMODORE TUBULAR FRONT END

Custom built race application only, weighing only 11 kg. Direct bolt in replacement. Supplied with or without engine mounts. Supplied with ball joints installed. Suits standard struts.

\$2500.00



HOLDEN HQ-G FRONTSUSPENSION SYSTEM

This system is a direct bolt in with NO chassis or inner skirt modifications required to install. Comes as crossmember with tubular upper and lower wishbones, Viking double adjustable coil overs and engine mounts. Set up to suit either a Subaru rack or as shown a Retro Rack and standard HQ stubs.

**FROM
\$5000.00**



CHASSIS CLIPS

Our mandrel bent frames are designed for ease of installation, requiring rear floor pan removal. Frames may be purchased separately or in complete kits. These kits are available in Tri 4 link, 4 link as shown or Ladder bar. With Housing, rods, bracketry, adjustable lower shock mounts, QA1 coil over shocks with springs to your requirements and all hardware.



From **\$850.00** bare frame

DIFFERENTIAL FLOATER KITS

McDonald Bros racing have now produced their own line of floater kits that are suitable for up to 1500 hp applications. Available in 4.5", 4.75", 5" and 120 mm bolt pattern. 31/90 or 35/60 spline. Suitable for rotor over hub for street, or lightweight race rotor. Hubs available in steel or aluminium. 1/2" or 5/8" studs, rotors, calipers and axles sold separately.

From **\$1475.00**



WILWOOD 300 MM DISC KITS

We are now doing a 300 mm vented rotor with Wilwood 4 piston calipers (with dust seals) to go onto both floaters (shown) and flange housings. These systems have the internal hand brake. These kits suit most 15" plus rims

**FROM
\$1350.00**



NEW DIFFERENTIAL BRACKETRY

Sick of cutting of old bracketry from a greasy, dirty old housing and spending the next hour cleaning them up to weld onto your new 9" housing. Available to suit LC-LJ, LH-LX Torana (shown) and HQ-WB Holden



ADJUSTABLE TRAILING ARMS

Adjustable upper and tubular lower trailing arms directly replace the OEM style arms and allow for easy adjustment on pinion angle. Available to suit Holden HQ-WB, Torana LC-LX, Commodore, Cortina, Ford XF.

**Uppers -
\$325.00 PR
Lowers -
\$285.00 PR**



McDonald Bros. Racing PRODUCTS

6/196 SETTLEMENT ROAD THOMASTOWN, VICTORIA, 3074

T: 03 9465 0000 F: 03 9465 3999 E: SALES@MCDONALDBROS Racing.COM.AU

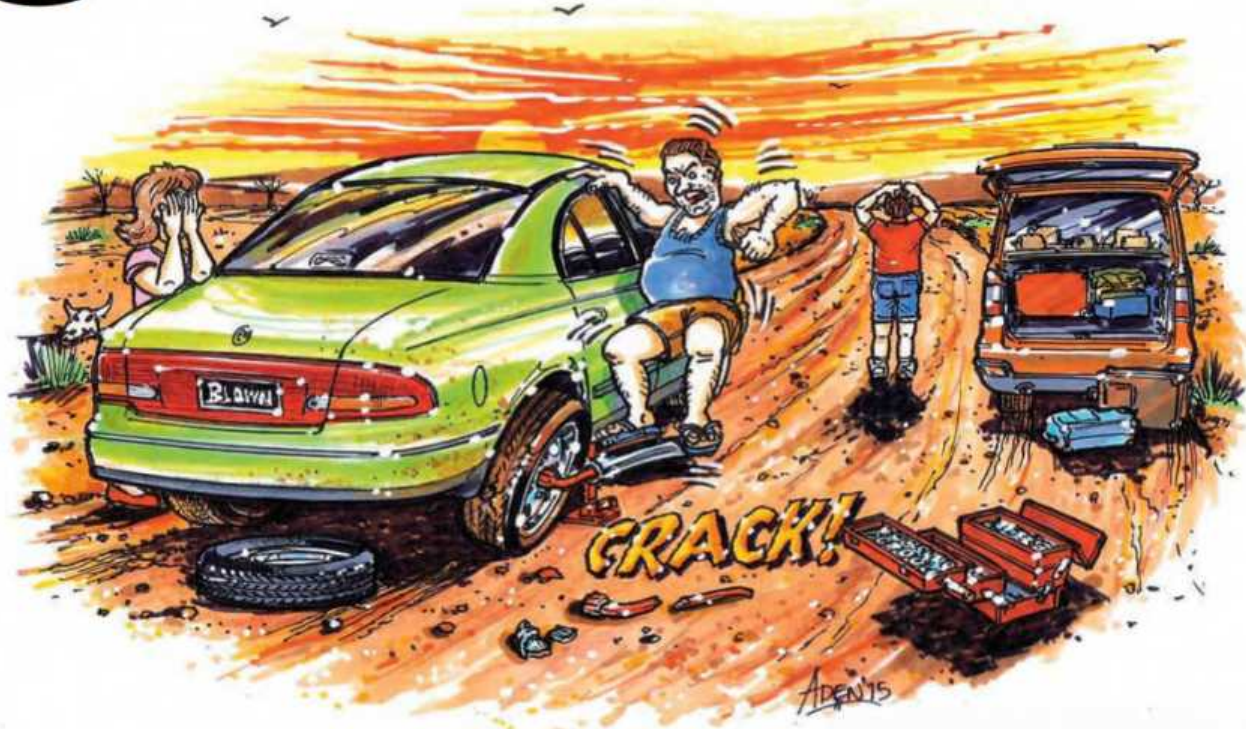
WWW.MCDONALDBROS Racing.COM.AU





DIRTY STUFF

WILLIAM PORKER



HAVE I told you that I hate all muscle-bound gorillas? Those guys who are so bloody petrified that some car component is going to fall off if they don't tighten every nut, bolt or plug until it screams out for mercy, and then swing on the spanner again for at least another half-turn – just to be sure, for sure!

One of the worst examples of this idiocy I've experienced was when I stopped on a dirt road to help a couple out who were trying to change a flat back tyre on a Commodore.

Jan and I had been looking after a race car over the Easter weekend at the Mallala circuit outside Adelaide, and as we were going to drive back to Queensland with all the tools and stuff in the back of her Subaru road car, we decided to first travel north towards Marree and the Birdsville Track, through Parachilna and the mining town of Leigh Creek South. Then the plan was to turn east on a secondary road to Balcanooona and go north from there to spend a couple of days at the only resort at Arkaroola, which is all rock and mineral deposit country (including a uranium mine). We both reckoned we deserved a break after three days of hard yakka in the circuit pits.

The road in was wide and almost desolate, but presently we came across this couple stuck on the side of the dirt. The thick-set guy was struggling to change a flat tyre, and the girl waved us to a stop and said through Jan's window: "Have you got a wheel brace? We just broke ours."

Turned out they were from somewhere in Adelaide, heading for Arkaroola on that lonely access road, but only had a couple of bags and no spares or tools. And for the one day's travel, the guy had got a full set of new mag wheels with skinny tyres fitted. One had been punctured by a

rock on that road, and the idiot back in Adelaide who'd fitted the new wheels had obviously gone berserk with his rattle gun. The nuts were so incredibly tight that the guy had broken Holden's excuse for a wheel brace, and now they were stuck and the sun was going down rapidly in the west.

I had packed plenty of tools, so I pulled out the easiest to get at in the pile of stuff in the back of our Forester – a long bar, $\frac{3}{8}$ -inch-drive extension and a $\frac{3}{4}$ -inch socket – and flexed my puny muscles to have a go at a wheel nut. After the third heave on my trusty long bar, the swivel head broke. Damn.

So I unloaded the boot, got out the half-inch drive pieces and an even longer bar from the second toolbox, and gave those nuts buggery.

THE NONG WITH THE RATTLE GUN HAD RUN ALL THE WHEEL NUTS UP NICE AND FIRM AND THEN KEPT THE GUN GOING FOR ANOTHER HALF A MINUTE. GOD, THEY WERE TIGHT!

It was then I knew for sure that the nong who had wielded the rattle gun at his wheel and tyre shop had run all the nuts up nice and firm and then kept the gun going for another half a minute. God, they were tight! This time, my well-used socket split down the side and fell off the nut, which didn't even look like moving.

This was getting serious, as the day was darkening, so I grabbed a 19mm socket, and this time fitted a short extension so I could jump on the long bar with a heavyweight right foot. The nut almost moved, then that Asian-made socket simply stripped.

The guy was beginning to panic. He asked if I had any more spanners and I said: "Mate, the only other one is the L-bar that came with the Subaru tool kit, plus I got a half-metre-long piece of pipe which will slide over that. If that doesn't work, I reckon you two will be stuck for the night."

They didn't like that idea, trying to sleep with the local dingoes prowling around their Commodore. So I attacked those unbelievably tight nuts again, and finally gave up – I was bugged, without having cracked a single nut.

But the guy was obviously desperate – I reckon those two might have chosen isolated Arkaroola for a dirty weekend, as they hadn't packed much more than a change of clothes. So he took over and really put in, swinging on that pipe with a mixture of rage and fear and everything he had,

until finally, each mongrel nut reluctantly let go with a loud bang. He was a big boof of a guy, and even he was sweating heaps at the end.

But that simple Subaru wheel-nut spanner must have been made of really good stuff, for it didn't even flinch from the violence inflicted by that man and the pipe extension – I was expecting my L-bar to break in half.

So the spare wheel went on and this time, he made sure the nuts were just over firm. We left the couple in a trail of dust, wondering how they would get on if another skinny tyre punctured! ■

HARE & FORBES

"Setting the standard for Quality & Value"

MACHINERYHOUSE



THE MECHANIC'S CHOICE!

Metal Working

Sheet Metal Fabrication

Wood Working

Cutting Tools

Machine Tool Accessories

Measuring Equipment

Workshop Equipment

Lifting Handling

School & TAFE Equipment

AS-4500 Vehicle Axle Stands

- 4500kg load capacity
- 408 - 636mm height
- Sold in pairs

Order Code: A344

\$129

SAVE \$14



VJ-680 - Hydraulic Vehicle Positioning Jacks

- 680kg hydraulic lift per jack
- 270mm max. tyre width
- 620mm max opening
- Sold in pairs

Order Code: A332

\$279

SAVE \$18



HJ-16DA - Hydraulic Garage Jack - Low Profile

- 1.6 tonne capacity
- Alloy construction
- Dual pump system
- 95-490mm lift height

Order Code: J043

\$365

SAVE \$20



HC-1T Hydraulic Engine Crane

- 1T lifting capacity
- Fold up legs
- 2300mm lift height

Order Code: A350

\$299

SAVE \$20



TCH-12D + TRC-7D Trade Series Tool Chest & Roller Cabinet Package

- Ball bearing slides
- Protective drawer liners
- Key lockable

- TCH-12D**
- 12 drawer tool chest
- 670 x 445 x 495mm

- TRC-7D**
- 7 drawer roller cabinet
- 685 x 470 x 1000mm

Order Code: K006A

\$669

SAVE \$79

TRADE SERIES



MINI MIG 180 MIG Welder

- 35 - 180 Amps
- 240V - 15amp
- Duty cycle 10% @ 180A
- Gas / Gasless

Order Code: W240

\$429

SAVE \$44

UNIMIG



APW-140 - Auto Parts Washer Floor Model

- 140 litre tank
- 180 litre/hr 240V pump
- Safety link on lid
- 1060 x 520 x 270mm

Order Code: A374

\$239

SAVE \$14



SB-200 Sandblasting Cabinet

- Heavy-duty steel cabinet
- 835 x 510 x 360-550mm blast area
- Includes light, tempered glass screen, gloves gun & ceramic nozzle

Order Code: S289

\$309

SAVE \$21



SUPER 12 Air Compressor

- 348 L/min V-twin pump
- 120psi pressure
- 2.2hp, 240V motor

Order Code: C340

\$919

SAVE \$27



HARE & FORBES EQUIPMENT.
THE MECHANIC'S CHOICE
EVERYTIME!

- TODD

Staff Member

BECOME A MACHINERYHOUSE MALE

www.machineryhouse.com.au/signup

- ✓ PAPERLESS WARRANTY
- ✓ TRACK YOUR ORDERS
- ✓ EXCLUSIVE OFFERS
- ✓ LATEST RELEASES

- ✓ ONLINE PROMOS
- ✓ CLICK & COLLECT
- ✓ COMPETITIONS
- ✓ NEWSLETTERS

\$20 \$50 \$100 \$500
\$70 FREE
DISCOUNT VOUCHERS

UNIQUE PROMO CODE

SMACHINE

ONLINE OR INSTORE!

VIEW AND PURCHASE THESE ITEMS ONLINE AT
www.machineryhouse.com.au/SMACHINE

SYDNEY
(02) 9890 9111
1/2 Windsor Rd,
Northmead

BRISBANE
(07) 3274 4222
625 Boundary Rd,
Coopers Plains

MELBOURNE
(03) 9212 4422
1 Fowler Rd,
Dandenong

PERTH
(08) 9373 9999
41-43 Abernethy Rd,
Belmont

Specifications & Prices are subject to change without notification. All prices include GST and valid until 19-09-15

19th & 20th September 2015

Sydney Dragway - Eastern Creek (WSID)



"STRICTLY NO ALCOHOL EVENT"

**NOT TO BE
MISSED OUT!!!**

LIMITED ENTRIES
GET IN EARLY

**BLOWN V TURBO
WARZ!**

Frank
Mr OUTLAW 10.5
Mamone

Street MACHINE

21st Anniversary

FAMILY FUN
ACTION
PACKED DAY !!!

Kids
10 & UNDER
FREE

Paul
Mr OUTLAW MOITS
Mouhayet

OUTLAWS Shootout

SUPERNATS

Horsepower Party

Since 1994

TRUCK SHOW

BIG BIG
CASH
& PRIZES
TO BE WON

BIKE SHOW

UCSMOKE

Introducing
TOP GUN OUTLAWS
1/4 Mile Masters Drag Racing Shoot-out
\$20,000.00
WINNER TAKES ALL!!!

Like us on
Facebook

SHOW & SHINE

SUPERSKIDS

GO-TO-WHOA

BURNOUTS

SUPER CRUISE

DRAG RACING

WHEEL STANDS

CORKSCREW

Proudly Supported by:

1/4-MILE MASTERS DRAG RACING BY

SPEEDMASTER

EST. 1979



MOTHERS
Polishes, Waxes, Cleaners
SHOW & SHINE

PROUD PARTNERS OF SUMMERNATS
**BURNOUT
MASTERS**
QUALIFYING EVENT

HURRICANE
EXTREME RACING

BILL TECH
RACING

WESTERN CLUTCH
Service

gcae
Gary Campbell's Auto Electrics

GRS
TOWING

HUME

Spectator Fees: Adults \$30 A DAY - \$50 WEEKEND PASS - Kids under 12 FREE !!! - 8.30am till Late
Contact Ahmet (02) 9644 6304 / 0417 458 327 Email: supernats@optusnet.com.au www.supernats.com.au



WILD AT HEART

VICTOR BRAY

IT'S been a huge month for Australian drag racing, with the three major tracks, Sydney, Perth and Willowbank, splitting with ANDRA. Those three tracks hold a pretty big stick as far as the sport is concerned, and they're not happy with the way things have been run in recent years. So they're looking to put a company together and run the promotional side of the sport themselves.

After a flurry of press releases from both sides, it's all gone a bit quiet, but there's plenty happening in the background. Over the past few days there have been all kinds of big meetings, and there are more planned.

The major problem from the tracks' point of view is that Group One has been quite stagnant since the collapse of DRAG Ltd, and the tracks would like to do something about it. ANDRA, however, are saying that they run Group One and that's that.

Basically we're back to 'race tracks versus ANDRA' again, and to be honest I'm not sure ANDRA can win this one. When it comes down to it, ANDRA can't survive without the tracks, but the tracks can survive without ANDRA.

Apparently the tracks have looked into overseas sanctioning and all that, but that's not what they want. They want to be ANDRA-sanctioned race tracks, but they also want to have a lot more input about the direction of the sport. So we're in the very real position of having two competing drag racing series this year. But who knows, by the time this column hits the printers it could be a whole new ball game. Hopefully they can all sort it out and work together for the good of the sport.

ANDRA's 2015/2016 season kicked off with Hidden Valley's Nitro Up North in Darwin, and we debuted Benny's new 1979 Corvette. It's

been more than two years in the build, but we finally got the bloody thing finished.

We tested it at Willowbank and had mixed results because it was so damn cold – it was just freezing – and we just couldn't get the track temp up where we wanted it. But it gave Ben some seat time and we figured we should at least spin the wheels before we towed it 4000km to Darwin, which allowed us to sort a few little teething issues with the car.

Century Batteries have been with the team for about 12 years now and they've stepped up to sponsor the car for the duration of this season. It's a good brand and a great product, so it worked out really well for us.

The car is a little bit different to most Doorslammers, and we've copped some flak from other racers about how low and sleek it is, but that's what you get when you build a Doorslammer from a sports car; you expect it to be low and sleek. We like it and Benny is starting to get used to it.

The first couple of runs up in Darwin were a bit iffy, but he got in the field with the third run, which was excellent because there were something like 15 Doorslammers up there. We ended up going out in the first round, but we also got a practice run in later and managed a 6.03, which is about what we hoped for out of a brand new car.

It was a good weekend for us, but we did have a bit of excitement in the pits. You'll get a laugh out of this one. We were working on the car one night in the pits, because we needed to put some weight bars in it. The car came in way lighter than we thought, so we had Jamie Page from ET Chassis weld some weight bars up the back. What we overlooked, however, was that the motor breathes through those

same chassis rails. The rocker covers were still connected at the front, but we disconnected the pipes off the catch cans up the back (we're not total dummies).

Benny and I were then sitting up the front of the car with a couple of other people, while Jamie was doing his thing up the back. Next minute there was this almighty BOOM! It was like something you've never heard before, it was unbelievable, and I swear we were all deaf for an hour or two afterwards. The fumes from the rocker cover breathers had ignited and the force of the explosion was so great that it blew the fabricated alloy rocker covers off the car. The covers split all along the welds and sheared their retaining bolts. We were aware that it could happen, but after the first side was done without a hitch we thought it would be fine. Apparently not.

Goes to show that we've been racing 40 years and we're still learning. And racers being racers, they didn't let us forget it. All weekend they were walking past yelling out: "BANG!"

The Darwin meeting itself was unbelievable. There were massive fields for Top Doorslammer and Top Alcohol, plus it was the first time Top Fuel took place up there. It was just a match race between two of Rapisarda's cars, but fans packed the hill to see them. It would have been impossible finding somewhere to sit – it was literally standing room only.

They also had a big crowd on Friday, and on Saturday you couldn't move anywhere. In the end, Paul Cannuli scored the Doorslammer win in Sean Mifsud's Plymouth Duster, while local bloke Scotty Maclean took a very popular win in Top Alcohol.

It was a hell of a meeting, so let's get rid of all the bullshit and have more of that.

BENNY'S NEW 1979 CORVETTE HAS BEEN MORE THAN TWO YEARS IN THE BUILD, BUT WE FINALLY GOT THE BLOODY THING FINISHED





URBAN WARFARE

MARK ARBLASTER



KICK IN THE PANTS

> A REAR-MOUNTED TURBO OFFERS ADDED PERFORMANCE WITHOUT THE HASSLES

THERE is no doubt that turbos have come into their own over the past decade, and while there aren't many drawbacks to jamming one (or more) in your engine bay, there are a couple of issues that can be hard to avoid.

As turbochargers use exhaust gases to spin a turbine, they require considerable exhaust and intake plumbing. Aside from having to remake exhaust manifolds, there is the issue of mounting one or more wastegates, not to mention the turbo itself. For big horsepower you will need a big turbo and they tend to be large and heavy.

Most of the plumbing needs to be done in steam pipe, with all the small pieces and bends individually TIG-welded together.

All of this fabricating in tight places can be expensive and time-consuming, and of course

you'll need to replicate it on the intake side with alloy plumbing to your intercooler. Worst of all, turbochargers add a huge amount of heat to the engine bay area, which can cause heat soak and compromise intake temperatures, which ultimately affects performance.

So what's the alternative? A good way of eliminating these issues is to mount the turbo(s) in, or under, the boot of the car. This has been a trend in the US for some time, first employed on all-out drag cars, but increasingly in street cars too. It's a good option on modern cars where their engine bay is often jam-packed. Not to mention it hides the turbo from prying eyes.

While this system may not be ideal in a circuit race car, where you need instant throttle response, it's not really a problem for street use. The lag time is insignificant, and virtually nil in

drag situations where the car will generally leave the startline already on boost.

In Australia there are quite a few cars running rear mount turbos, and setting it up is a piece of cake. Such systems have been used with great success by Elvio Gonzalez and his LS-powered Capri, Girch Kandemir from LSX Tuning in his VT Commodore, Tony Webb and his 355 Holden-equipped LJ and Chris Hollingworth and his bad-arse Chevelle.

In most late-60s-to-late-70s cars, there is usually a nice flat area in the boot behind the rear seat to mount the turbo (normally on a cross-brace with the turbo flange welded to it), and you can then run the exhaust from your normal extractors back to the turbo. You don't need to get too carried away with pipe size; cars are making 750rwhp only running twin 2-2¼in pipes to the turbo.



1: Elvio's Capri now runs an LSX 376 crate motor, but it previously ran an 8.57@157mph with a stock LS2 up front. The turbo is just an eBay GT42, producing 13psi at the engine. He reckons this set-up is good for low eights, and could go into the sevens with a better turbo

2: The oil drains from the turbo into a catch can and then Elvio uses this Tilton diff cooler pump (PN: 40-524) to draw the oil from the catch can and return it to the engine. The other pump is for the Snow Performance water-methanol injection system

3: Mounting the turbo in the boot isn't without its dramas. Heat is always an issue wherever you mount a turbo and a heat blanket will make a huge difference here. You also need to make sure there's a good supply of cool air for the intake

The turbo oil drain system is the most critical part of the operation and has been the stumbling block for this kind of set-up in the past. Getting the oil to the turbo is generally no issue once you add a T-piece into your engine oiling system. As with any performance engine it's generally a good idea to run a mechanical oil pressure gauge to keep an eye on oil pressure. An in-line filter in the oil feed line is also recommended so that if you ever hurt the engine, debris won't flow down the line and damage the turbo bearings. It's not mandatory, but it might be a good idea to fit a one-way check valve so the oil won't back-drain when the car is parked for long periods.

From the turbo you can run a big return line into a catch can (mounted under the car, or at least lower than the turbo), or straight to a scavenge pump. On Elvio's Capri he's chosen to mount a Tilton





diff cooler pump to suck the oil out of the catch can and push it back to the motor. The oil return can simply be plumbed into the rocker cover. The great thing about these pumps is that they are only 12V and can run continuously without oil in them for extended periods. The pump can also be wired to a timer so that when you turn your engine off it can continue running to scavenge any excess oil in the turbo drain tank.

To keep the radiant heat of the turbo at bay, a thermal cover is a great idea, and these can be readily purchased from a number of manufacturers. On the intake side it's important that the turbo has a good supply of fresh air,

so if it's mounted under the car then it needs a good filter.

Another benefit of a rear-mounted turbo is that the intake charge pipe running under the car back to the throttlebody acts as an intercooler. This pipe can also be run directly to an intercooler at the front of the car, or straight to the engine as Elvio has done with the addition of a boost-activated water-methanol kit.

"I leave the line at 3200rpm with about 3psi," Elvio says. "It's got full boost by the 60-foot mark and we've run 8.57@157mph on a 275 radial. With the new LSX 376 combo, I reckon we'll see low eights even with this \$500 eBay turbo." 

ANOTHER BENEFIT IS THAT THE INTAKE CHARGE PIPE RUNNING UNDER THE CAR BACK TO THE THROTTLEBODY ACTS AS AN INTERCOOLER



> CALENDAR

WILLOWBANK

21 AUG Test & Tune
22 AUG QLD Drag Racing Champs
26 AUG Test & Tune
29 AUG Jamboree
04 SEP Test & Tune
05 SEP Street Series
05 SEP Test & Tune
06 SEP Racer Test Day
09 SEP Test & Tune
12 SEP Aeroflow Outlaw Nitro Funnycars
18 SEP Test & Tune
19 SEP QLD Drag Racing Champs
www.willowbankraceway.com.au
Phone (07) 5461 5461

SYDNEY DRAGWAY

26 AUG Race For Real
27 AUG JDMST EOMM
29 AUG Atura Blacktown Champ Series Rd 6
30 AUG Settle The Score
02 SEP Race For Real
09 SEP Race For Real
12 SEP Atura Blacktown Champ Series Rd 7
16 SEP Race For Real
19-20 SEP 21st Annual Supernats
www.wsid.com.au
Phone (02) 9421 0700

PALMYRA DRAGWAY

28 AUG Keep Speed off the Streets
29 AUG Round 6 Championships
11 SEP Keep Speed off the Streets
18 SEP Keep Speed off the Streets
www.palmyradragway.com.au
Phone 0400 592 893

BENARABY RACEWAY

21 AUG Off Street Meet
22 AUG ASPA 2015
www.benarabyraceway.com

CALDER PARK

22 AUG Vicdrift Practice Day
23 AUG Vicdrift Champs - Round 4
30 AUG Test & Tune
05-06 SEP Australian Drifting Grand Prix
11 SEP ANDRA Fast Friday
19 SEP Vicdrift Practice Day
20 SEP Vicdrift Champs - Round 5
www.calderpark.com.au

HEATHCOTE RACEWAY

30 AUG Test & Tune
11 SEP Test & Tune
12 SEP Tunnel Vision King of the Street
13 SEP Test & Tune
www.heathcoteraceway.com.au

ALICE SPRINGS INLAND DRAGWAY

04-06 SEP Red CentreNATS
www.cadra.com.au

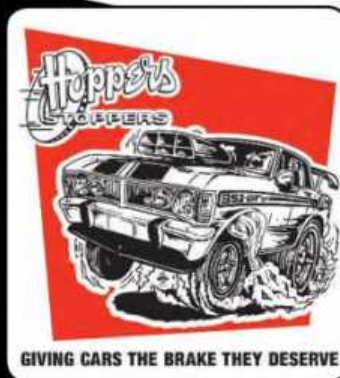
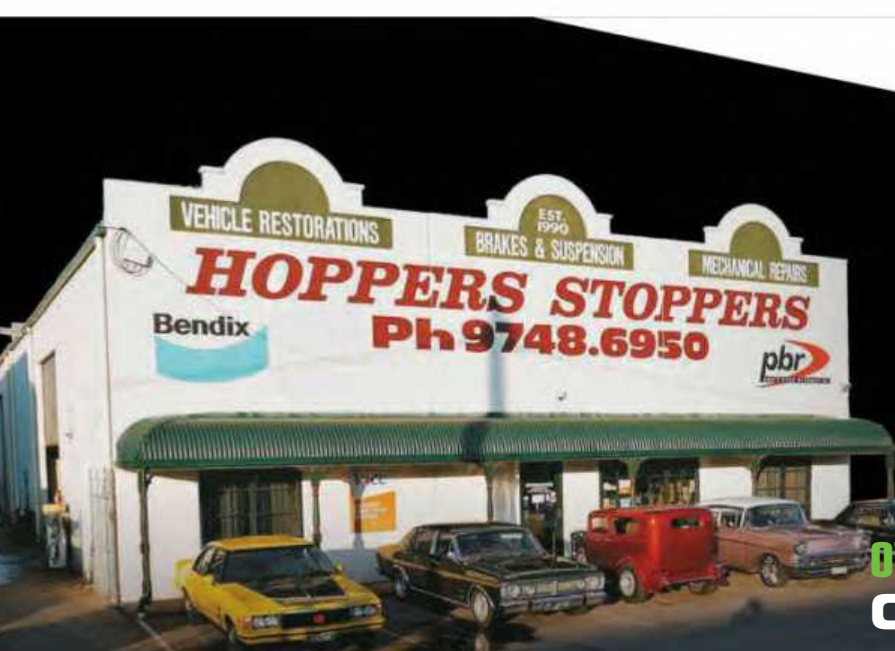


BILLET CRANK SUPPORT. FOR LS SERIES ENGINES. →

- » Helps to reduce crankshaft flex and breakage from the high bending loads caused by some belt driven superchargers
- » Hi-Tech modern design
- » Maintain all original auxiliary equipment including A/C
- » Extra internal clearance for high volume pumps and double row timing chains
- » Precision CNC Machined from 6061 Billet Alloy

CUSTOM BODYWORK & COACHBUILDING | PAINT & PANEL | RACECAR ENGINEERING
CUSTOM BILLET COMPONENTS | CNC MACHINING | TIG WELDING & CUSTOM FABRICATION

Unit 3 89/91 High Street, Queanbeyan, New South Wales 2620 | Find us on



**COMPLETE PACKAGES
INCLUDING
CUSTOM!** ✓

**NEW STYLE REAR
UPGRADES** ✓

**NEW ELECTRIC
VACUUM PUMPS
AVAILABLE** ✓

HOPPER STOPPERS BRAKE UPGRADES

AUSTRALIA'S **NO #1** BRAKE SPECIALISTS FOR STREET MACHINE
& STREET ROD BRAKE KITS & PARTS

**OVER 250 DESIGNS AVAILABLE
CALL US**

GM:

- ▶ Holden HR to WB
- ▶ Commodore
- ▶ Torana LC to UC
- ▶ Gemini
- ▶ Chevy 55 to 70
- ▶ Camaro 67 - 70
- ▶ Cadillac 52 - 70

MAZDA:

- ▶ Mazda RX 2/3/4/7

CHRYSLER:

- ▶ Valiant
- ▶ Dodge
- ▶ Plymouth
- ▶ Centura
- ▶ Sigma

JAGUAR:

- ▶ Jaguar XJ6 Inset

TOYOTA:

- ▶ Corolla Crown
- ▶ Hilux

FORD:

- ▶ Falcon XK - XF
- ▶ Cortina Capri
- ▶ Escort
- ▶ Mustang
- ▶ Customline
- ▶ USA Full Size

STREET RODS

REAR UPGRADES

**SEE THEM
ALL ON
OUR
WEBSITE!**



HOW GOOD IS THIS? CALL FOR DETAILS! HOPPER STOPPERS 9 Nevada Crt, Hoppers Crossing, VIC. 3029

T: (03) 9748 6950 **F:** (03) 9748 5965 **W:** www.hoppers.com.au **E:** hopstop@hoppers.com.au



**BUY 5
GET 1
FREE**



FREE MAGAZINE



ON SIGN UP!

READER★REWARDS

Get the app. Get the rewards.

Text "Rewards"
to **0419 305 231**



Download on the
App Store



ANDROID APP ON
Google play

For a full list of magazines and newsagents visit www.readerrewards.com.au

Free magazine with download of Reader Rewards is only applicable to new users who download and register the Reader Rewards app. Apple and the Apple logo are trademarks of Apple Inc., registered in the U.S. and other countries. App Store is a service mark of Apple Inc. Google Play is a trademark of Google Inc..

APSA TOP 10 LISTS

TO GET on the Australian Pro Street Association Top 10 lists fax your time card to Simon Kryger on (02) 9651 4041. See www.austprostassc.com.au.

PRO STREET BLOWN

D Luppino/G Forster	6.69/219.51
Peter Pisolidis	6.83/208.81
Craig Hewitt	6.87/202.03
Steve Athans	6.96/190.08
Karl Wicht	7.26/189.55
Tommy Raikko	7.30/198.82
Paolo Todarello	7.51/186.95
Michael McGrath	7.55/182.01
Nathan Hagerson	7.83/181.57
Adam Smolders	7.90/171.40

PRO STREET UNBLOWN

J Somma/T Papadopoulos	7.93/168.24
Tony Nicolaci	8.01/168.70
Geoff Campbell-Brown	8.10/166.68
Andrew Milford	8.25/163.41
N Dalipi/C Brewer	8.30/162.65
Barry Hall	8.39/160.18
Paul Beauchamp	8.30/156.75
Chris Stevermuer	8.48/158.91
Darren Edwards	8.72/152.92
Darryl Dando	8.91/151.85

MODIFIED STREET BLOWN

Joe Gauci	7.15/202.27
Stuart Henry	7.21/195.17
P Pronesti/M Hayes	7.31/190.94
Michael Arnold	7.43/188.49
Johnny Wilson	7.53/176.21
Mick Voase	7.54/194.27
Paul Cibotto	7.64/188.96
Brett Benz	7.87/179.42
Greg Tsakiridis	7.87/173.09
Anthony Fichera	8.04/173.36

MODIFIED STREET UNBLOWN

Danny Sharban	7.67/179.64
Mick Brody	7.86/172.39
Tony Cusolito	7.88/178.00
Kon Michaloudakis	8.28/163.28
John Habib	8.47/160.73
Mark Drew	8.47/160.65
Leo Vangelovski	8.49/159.80
Andrew Halstead	8.55/163.55
Wayne Lear	8.54/157.30
Pier Baiocchi	8.89/150.23

TRUE STREET

Anthony O'Connor	8.53/157.63
Dean McMahon	8.60/158.33
Andrew Searl	8.70/156.35
Janelle Scott	8.96/150.68
Anthony Visintin	9.09/147.91
Jason Benz	9.12/148.72
Greg Aitken	9.40/143.52
N Bonikos/T Cusolito	9.43/146.56
Shane Elvin	9.45/141.11
Peter Haravitsidis	9.64/137.76

RADIAL OUTLAW

Daniel Nunziante	7.00/220.66
Michael Kalaitzakis	7.09/210.67
Steve Bezzina	7.38/194.49
James Horan	7.43/190.35
Perry Bullivant	7.44/202.52
F Marchese/J Gauci	7.75/190.11
Frank Canistra	7.82/172.06
Nathan Farrugia	7.83/178.97
Shane Crichton	7.87/174.03
Dion Amato	7.94/176.51

10.5 OUTLAW

Paul Mouhayet	6.08/244.52
Robert Campisi	6.28/235.35
Frank Mamone	6.38/229.47
S French/S Sarkis	6.39/234.00
Simon Kryger	6.59/208.97

632ci Ford T Mustang
440ci Chev T Camaro
Holden Monaro SC
572ci Chev Mustang TT
555ci Chev B LX Torana
400ci Chev T LJ Torana
400ci Ford T Cortina
555ci Chev N LJ Torana
2JZ Toyota T RX2 Mazda
427ci NOS Ford Capri

440ci Ford Cortina
602ci Chev LX Torana
434ci LH Torana
452ci Chev LC Torana
632ci Chev Mustang
598ci Chev HZ Holden
350ci Chev '87 Pontiac
598ci Chev LJ Torana
540ci Chev HT Monaro
611ci Ford XT Falcon

372ci Ford T Cortina
615ci Chev N Capri
632ci Chev N LJ Torana
378ci Chev B HT ute
622ci Chev N LH Torana
555ci Chev N LX Torana
347ci Ford T Mustang
400ci Chev T VL Calais
430ci Ford N RX4 Mazda
350ci Chev T LH Torana

632ci Chev Capri
622ci Chev LX Torana
638ci Chev Capri
632ci Chev Capri
632ci Chev Torana
622ci Chev LX Torana
485ci Chev LH Torana
622ci Chev HQ Monaro
582ci Chev LX Torana
434ci Chev LX Torana

412ci Ford XD Falcon
440ci Ford XF Falcon
427ci Ford XE Falcon
420ci Chev LX Torana
447ci Ford XE Falcon
427ci Chev VL Calais
434ci Chev LX Torana
460ci Chev HX Holden
408ci Chry-Rambler Hornet
411ci Ford XY GT Falcon

600ci Ford T Cortina
525ci Chev T Supra
435ci TT Ford Fairmont
240ci Toyota T Hilux
400ci Chev T LX Torana
370ci Ford T XY Falcon
13B Mazda T RX3 Mazda
427ci Chev T RX3 Mazda
2JZ Toyota T Toyota Cressida
230ci Ford T FG XR6

526ci Ford Mustang TT
632ci Ford Mustang TT
427ci Hemi Nova SC
540KB Pontiac SC
864ci Chev 68 Camaro N

REBUILDING YOUR CAR? INSTALL RESOMAT

We are the Australian automotive distributor for noise and heat proofing products for one of the worlds leading manufacturers.

RESOMAT®



Illustrated-
LC/ LJ Torana Floor

RESOMAT the choice of new vehicle manufacturers to reduce noise & vibration.

RESOMAT is approved for use in new automotive vehicles, hospitals, apartment buildings, etc.

RESOMAT is currently installed in Kenworth and Mack trucks, Australian Defence Force vehicles, cars, buses, train carriages and more... What more endorsement could you need?

RESOMAT is not bitumen or butyl based, unlike similar looking sound deadeners which can have an offensive odour and lose performance quickly as they heat up. Also, over time they can harden resulting in further performance loss.

RESOMAT can be easily removed where required unlike butyl based products. This may be necessary when a vehicle needs repairs or modifications. Ask almost anyone who has had to remove a butyl based product and you'll usually hear a loud groan. If you've ever tried to remove windscreen sealant (butyl based) you'll know what we mean!

RESOMAT is now lighter than our competitor - with no performance loss!

RESOMAT is extremely price competitive.

RESOMAT can be purchased in a BULK PACK of 3.5 sqm. Single sheets can also be purchased in:

1300mm x 1000mm,
1300mm x 500mm and
500mm x 430mm sizes.

You can buy exactly what you need for your job and if you run short you're not forced to buy another bulk pack - only buy the extra you need.

Bulk pack \$175 for 3.5 Sqm
10% DISCOUNT & FREE DELIVERY MOST PLACES AUSTRALIA WIDE
JUST MENTION THIS AD!

VISIT OUR NEW MODERN SHOWROOM AT 1/6 AIRLIE AVE, DANDENONG VICTORIA 3175

CALL TOLL FREE 1800 335 896 OR VISIT www.tru-fitcarpets.com.au



STAGE WRITE

BOB KOTMEL

I'M IN America at the moment, and the other day I visited Sonny Leonard's shop in Lynchburg, Virginia (and bumped into three Aussies at the counter – what are the chances?). The guys in Sonny's workshop are busy building race motors and 93-octane pump-gas street engines, and when I told Sonny I was keen to do a column on one of his street donks, he put me on the phone to Frank Crispo in Manhattan.

Frank has a really rare two-door Black Cherry 1950 Oldsmobile 76, running a single-throttlebody EFI 615ci pump-gas motor built by Sonny, good for 1000hp. Paul's Rods & Restos at Deer Park, Long Island did the bulk of the work on the car, and it's a one-of-a-kind street sleeper. One thing that isn't so obvious from the photos on these pages is the integrated rollcage on the A, B and C-pillars, attached to the Art Morrison street chassis.

Something Frank mentioned was how the ST1200 Lenco five-speed trans and Moser diff is set up. The fifth gear is like an overdrive with the 3.23:1-ratio diff, while fourth gear is like running a 4.11 rear end. The transmission is mated to a RAM dual-disc hydraulic clutch and wrapped in a McLeod steel bellhousing, and the Lenco shifter looks really trick inside the car.

To keep it quiet on the street, the mufflers are dual SpinTechs, and for drag racing it has electric cut-outs.

The car weighs in around 4000lb, so it's no lightweight tube-chassis drag car – it really is a tough street car.

I asked Sonny about his way of thinking when it comes to street engines. For purely high-performance street motors, Sonny prefers to use a 4.6in bore and 4.5in stroke in a stock 10.2in-deck-height iron block, fitted with bronze lifter bushings, to yield 615ci. In his opinion they are a lot stronger than the OEM GM block. Nearly all Sonny's motors use Bryant billet-steel cranks, and for street cars he has Carrillo make special I-beam rods for them. His preferred pistons are BME forged items, with high-strength ductile Total Seal rings. These have proven the best for longevity on the street.

For most of Sonny's street engines the compression is around 10.5:1 for 93-octane pump gas. The compression is governed by octane and camshaft intake duration. With the big-inch engines you can get away with more intake duration with high compression, as they have so much torque you need to get rid of some. The big duration reduces low-end cranking compression.

For street engines Sonny uses Brodix 14.5° high-port Pontiac cylinder heads with an intake flowing around 550cfm. The intake valves are Manley 2.5in titanium items, with 1.90in severe-duty standard Inconel valves on the exhaust side. The manifold is a box-plenum alloy Dart with a 2200cfm

**FRANK CRISPO'S 1950
OLDS 76 RUNS A SONNY
LEONARD-BUILT 615CI
PUMP-GAS MOTOR
GOOD FOR 1000HP**



Accufab throttlebody, controlled by a Big Stuff EFI set-up on the dyno.

The camshafts are LSM Engineering solid-rollers with a moderate lobe profile – 270@.050 intake and 285@.050 exhaust on 114° lobe centres. Unlike some cams, these have a different iron material pushed onto the distributor gear drive, and are ground on a 2.125in camshaft journal to accommodate the .550in lobe lift. With 1.75in T&D roller rockers and .020in lash, valve lift is 0.942in. The valve springs are PSI, set up with 300lb on the seat. Iskenderian strapped or keyed roller lifters with bronze one-piece bushes are Sonny's lifter of choice.

Generally Sonny's street motors run synthetic 10-30 oil in a Moroso oil pan with a Titan oil pump.

Sonny makes me smile when I listen to his Southern drawl; he talks about his 1000hp 615ci engine in the way most people talk about a 350 Chev. It is almost like a small-block compared to some of his other 93-octane pump-gas engines. He told me about the '41 Willys of Dave Traitel from TKO Motorsports, which has a Sonny 802-cube, hemi-headed, naturally aspirated 1400hp pump-gas motor. It is fitted with a 300hp nitrous system, which is like 1700hp on the street!

The car has been driven for four years on the street in Reno, Nevada, and Dave as just taken delivery of a 711ci supercharged Sonny engine for his Corvette that makes 1700hp on pump gas! 



Drive to the track and run a 7!!!!!!



Terry Seng Paramount Performance Australia's Fastest Street Car.

LS powered VK Brock Commodore,
7.97 sec at 174 MPH Willowbank 24/5/2014.
Driven to and from Toowoomba with trailer to race.

LS1, LS2, LS3, L98 V8



NEXT GEN LS Camshaft Kits

- Largest range of NEXT GEN for LS profiles specifically designed for cathedral & rectangular port heads
- Cams to suit normally aspirated, turbo and supercharged engines
- Kit comes with matching severe duty conical valve springs

NEXT GEN Heavy Wall One Piece Pushrods

- One piece hi carbon steel and chrome moly pushrods



NEXT GEN Billet Steel Timing Sets

- Billet single and double row timing sets with German IWIS chain



CROW CAMS
NEXT GEN
03 9357 0469
www.crowcams.com.au

01 JUDGEMENT DAY

TERMINATOR throttlebody fuel injection systems are designed specifically for LS engines with carburetted-style intake manifolds. All kits include the popular Terminator EFI throttlebody for fuel delivery into the intake plenum, as well as the necessary wiring to plug directly into the factory LS coil sub-harnesses and sensors. Every kit includes a 3.5-inch touchscreen, and installation is simple. For more info contact Automotive Performance Distributors on (08) 8363 5566.

02 TOXIC TORANA

WANT to kick-start your street machine collection but don't have the garage space? Biente Model Cars can help. This Holden LJ Torana GTR XU-1 'TOXIC' street machine, coated in acid metallic yellow, can be yours for \$240. Scaled at 1:18, it'll be the perfect decoration to one's office. Check out biente.com.au or call (08) 9417 4980 for more info.

03 FUELLY SICK

THE PyroCell TOURING is a top-of-the-line fuel cell from the folk at Pyroject. The ultra-durable full cell is especially designed for pump gasoline, racing gasoline, avgas and gasohol (not for nitro or alcohol use). The PyroCell comes with full foam baffling, aircraft-style nut ring, gasket, pick-up assembly, vent check valve, standard fill plate with rollover check valve and a five-year bladder warranty. For a complete list of features, call (02) 4587 9672 or 0410 637 005.

04 HONEST STOPPERS

USE genuine HSV parts to maintain your HSV's optimal performance. HSV brake packages are maintained to original specifications and suit some VZ Series II, E Series and Gen-F models with the AP4 and AP6 brake packages. Available in front or rear kits, the packages consist of a pair of disc rotors and a set of brake pads to suit. They're available from your local HSV dealer and start from \$1045. Visit www.hsv.com.au.

05 YES, SIR

PRECISION International's massive range of Mr Gasket products to suit LS-series engines includes these high-performance LS head gaskets. The gaskets are laser-cut from a high-grade stainless steel, stress-relieved for improved torque retention and coated for superior water and oil sealing. Suitable for high-compression, supercharged or turbocharged engines. Call 1300 364 350.

06 ROCKET FUEL

THIS dual-inlet fuel line kit from AeroFlow has 3/8in polished seamless stainless-steel tubing and fittings for two Holley double-pumper carbs mounted sideways. The kit provides a single fuel connection per carb to supply fuel to both carb bowls. Works on tunnel rams and blower set-ups. Contact Rocket on (02) 8825 1900 for further deets.

07 TIGHT SQUEEZE

STRUGGLING to get your fastener into really tight places? Best pick up a set of Sidchrome 440 Pro Series combination spanners. The spanners feature a revolutionary I-Beam shank that offers superior strength and delivers more torque with less effort. The ring end is also parallel to the shank and has no 'lead-in' chamfer. AntiSlip and TorquePlus Fastening Systems are also featured. Contact 1800 338 002.

08 POWER HIKE

TREAT spark knock and pinging with Rislone's Octane Booster. It increases fuel octane by 20 points, which makes it a perfect choice for classic muscle cars, street racers, off-road trucks and high-performance vehicles that need a boost in power. One 177ml bottle treats up to 75 litres of fuel and it's fully compatible with unleaded, E10, E85, flex fuels and racing fuel. Free call 1800 883 888.

09 HAPPY CAM-PER

VCM is well known for delivering a reliable, powerful and consistent camshaft range. And now they have developed 10 new camshaft profiles that are sure to turn any engine on. The boffins at VCM continue to strive to meet the demands of the aftermarket industry and aim to give the end user what they really want: power, reliability and repeatability. Give 'em a buzz on 03 9763 7599.

10 STEER CLEAR

THE beauty of Waddington's power steering conversion is that it's a completely bolt-on system and requires no chassis modification. The conversion also doesn't require modified or custom-made extractors. The kit is fully engineered and comes with detailed fitting instructions. It's priced at \$2800 and suits HQ-WB Holdens. Contact the Castlemaine Rod Shop on (03) 5472 2853 for more info.



06



01



02

04



08



05

> ADVERTISERS INDEX

Aussie Desert Cooler	148, 171
Australian Made	148, 149
Automotive Performance Distributors	41
Bliss Machining	165
Bluewire Motorsport	165
Bowdens Own	148
Camtech	4
Castrol	23
Crow Cams	145
DCI Thermal Products	148
Eagle Auto Parts	172
Eagle One Polish	25
Garage Workshop	31
Gasoline Alley	164, 165
Haltech	148
Hare & Forbes	135
Hi Octane Coatings	165
Hoppers Stoppers	141
Horsepower World	165
Hurricane Headers	49, 148
Lowe Fabrications	148, 165
McDonald Brothers Racing	133
Mothers Polish	17
Overline Technologies	157
Oz Rods	157
Pacemaker Headers	148
Red Centre Nats	119
Real Steel Group	141
Redback Performance Headers	148
Restomat	143
Rislone	30, 32
Rocket Industries	2, 3
Scorcher Performance Ignition	165
SEMA Tour	88
Sic Six Engines	157
Subscriptions	104, 105
Shannons Insurance	15
Summernats	28
Supernats	136
Tuff Mounts	148
Valvoline	9
VCM Suite	27
Victorian Speedpro	87
Waddington Street Rods & Restorations	33
whichcar.com.au	160, 161





AUSTRALIAN PERFORMANCE MADE PRODUCTS

LOWE
0417 417 470

Australia's leading supplier of Commodore engine bay aesthetic enhancements. Talk to the trophy-winning, industry-acclaimed engine bay specialists about your Commodore today!

**CNC-MACHINED
BILLET ALLOY
DRESS CAPS FOR
ALL COMMODORE
MODELS**

One and two-piece billet strut tops VB-VE • Stainless steel fabrication
• VB - VL stainless steel scuff plates (polished or satin)
• Stockists of Tuff Mounts

WWW.LOWEFABRICATIONS.COM.AU

Email: info@lowefabrications.com.au



GOT A HEAT ISSUE?

DCI HAS THE ANSWER



PERFORMANCE
PRODUCTS



Tel: +61 3 9357 2511

Web: www.dciperformance.com.au

Haltech
ENGINE MANAGEMENT SYSTEMS



LS 1 & 2 Plug'n'Play Harness
NOW AVAILABLE

www.HALTECH.com

SLINGSHOT
HIGH PERFORMANCE TORQUE CONVERTERS

3 MONTH
FREE
ADJUSTMENT
AFTER SALE!



1300 916 209

www.SlingShotConverters.com.au

Shipping to Australia and New Zealand

**Castlemaine
ROD SHOP**



**ONLY
\$250
A PAIR**

High Performance engine mounts
to suit a wide range of engine
conversions.

Our engine mounts come with
A Life Time Warranty!

WWW.RODSHOP.COM.AU

**AUSTRALIA'S
PREMIUM CAR CARE**



WWW.BOWDENSOWN.COM.AU



www.pacemaker.com.au



WWW.REDBACKPERFORMANCE.COM.AU

**MADE BY AUSTRALIANS
FOR AUSTRALIANS!**

**AUSSIE
DESERT COOLER**
HIGH PERFORMANCE RADIATORS



HOME OF THE
TRIPLE FLOW
BURNOUT KING
\$850.00

STREET & STRIP
\$750.00

NEW COMBO
PACK

03 9465 8806

TECH SUPPORT:

NORM@AUSSIEDESERTCOOLER.COM.AU

WWW.AUSSIEDESERTCOOLER.COM.AU



HT-HK
1 5/8" & 1 3/4"
Small Block Chev 4 into 1

www.hurricane.com.au

mainline
DynoLog Dynamometers



Accurate
Consistent
Repeatable

• 2WD

• AWD

• Heavy

T: 02 4648 0612 F: 02 4648 0613
www.mainlinedyno.com.au



PERFORMANCE ENGINE & TRANS MOUNTS



INNOVATING NOT IMITATING

WWW.TUFFMOUNTS.COM.AU

The Australian automotive performance market has a rich and proud heritage. For years local design, ingenuity and manufacturing has created many fantastic performance-related products. At Street Machine we are proud to showcase and support truly Australian-engineered and manufactured products – here are a few Aussie manufacturers keeping the dream alive, helping to keep the local industry thriving and keeping people in real jobs. So support your local Aussie-made products.



This month we talk to Norm Hardinge from **AUSSIE DESERT COOLER**



Tell us in one line how to describe your business.

Aussie Desert Cooler manufactures high performance radiators for modified cars.

What is the History of your business?

Made in Australia, by Australians for Australians... Aussie Desert Cooler has been a well known part of the modified car scene for over 20 years sponsoring events and appearing at major car events across Australia with Summernats in Canberra, Motorex in Sydney or Melbourne and Motorvation in Perth being some of our favourites.

What is your company's best-selling product?

Custom radiators for modified cars. Because we are car guys with years of experience, not just radiator manufacturers, we have a greater understanding of what is required to do the job.

What differentiates you from your competitors?

We specialise in weird shit, so if it has to be custom, we can make it happen in 24 to 48 hours, and then ship it anywhere in Australia. We have over 40 years experience playing with modified cars, so if you're not sure what you need to keep your latest project cool, give us a call 03 9465 8806. We also have a tech help line norm.hardinge@aussiedesertcooler.com.au.

Who uses your products?

Our radiators are used right across Australia in extreme conditions. Our Burnout King range is used by the country's top burnout masters like Gary Myers, Clint Ogilvie, John Taverna and Peter and Debbie Gray.

These guys have relied on Aussie Desert Cooler year after year. Not only do our radiators work in extreme conditions, they look great and help dress up your engine bay.

You can find our radiators on display in engine bays at most car shows around Australia. Our Street and Strip range is a big favourite with street machiners running stroker motors, turboed or blown motors on the street. We also have a large range of heavy duty 4WD radiators for use in extreme applications.

Do you feel that your product has a better reputation because it is Australian Made?

Our quality products are designed and manufactured with Australia's harsh conditions in mind. We offer a 3 year warranty. We employ Australians and the money stays here.

What are you currently developing?

We are currently working on a range of easy fit engine oil coolers for street machines and 4WDs.

How much of your product do you export, and to which markets?

Until the Aussie dollar went up we were exporting into five countries. Now with the Aussie dollar about 75 US cents we are already pushing back into those markets.

What achievement or product are you most proud of?

Our greatest achievements... same as most of you guys... it happens every weekend - We build cars, we show cars, we race cars.

Where do you see your business heading in the next 5 years?

We have recently invested in the latest equipment available for radiator manufacturing. We intend to increase our product range and market share.

Do you have a message for the Australian readers?

Support your locally made Australian products. Keep people in real jobs.



IRON MAIDEN

STORY CARLY DALE PHOTOS JORDAN LEIST



SHARNELLE CAMPBELL

> ASHBY, WA

FOR as long as she can remember, Sharnelle Campbell has been immersed in a family obsession with Lion-badged metal. Those strong foundations were further solidified when she hooked up with her partner Rob, who also sings from the Holden hymn-book. Now, 25-year-old Sharnelle's passion has been spiced with a growing need for speed, to be played out in this mega-tough VS SS ute.

Killer ute, Sharnelle! What's under the hood?

It's the standard 304ci with VT heads, Crane hydraulic 276 cam, COME twin throttlebodies, three-inch intake and a 63mm BorgWarner S300 turbo running 13psi. The 'box is a modified T400 with a 3000rpm stall and the diff has 3.73s and a full spool.

Why a VS ute?

I've always loved the VS ute shape, and they run the last of the Holden V8s. I bought it

seven years ago from the original owner, with 60,000km on the clock and on original tyres. It was locked in his garage for years.

So what do you get up to in this beast?

It was my daily for five years, before I decided to get serious and work it. I spoke with Rob and he helped me make it happen. It snowballed from there, as usual. Now I drive it once a week, if it's not raining. I built the car for street and strip but to be honest it's built more for drags now.

What do you reckon it'll run?

Well my best time was a 12.1-second quarter-mile, running on PULP. Now it's on E85, with a new tune and new ignition, so I'll hopefully run quicker. The dream is 10s, but if I can run low 11s I'll be really happy with that. I'll probably run it at Kwinana's Fast Fridays; last time out it didn't pass tech due to the exhaust exiting the front guard, not the rear end.

How much power does it pack?

On PULP it made 414rwkW. Now with its new fuel and tune set-up the next run should see more power. Not that it matters what you have at the wheels, it's all about the time down the strip.

What's next?

Rob's just finished his VP Senator with a worked 355ci. That's kept us busy for the past few months, so now we can move on to the ute, adding a full exhaust to exit at the rear. Hopefully I'll run a better time than him.

Will you race against Rob?

For sure – we're highly competitive. Mine makes more power, so that's a start. He ran an 11.2-second quarter a couple of weeks ago, so Rob, I'm coming for ya!

Who do you want to thank?

None of this would have happened without Rob. Also thanks to our mate Matthew Brdar, and all of the businesses, friends and family who helped and supported us.

Girls – wanna be famous? Send pics, car details and contact details to: Iron Maiden, *Street Machine*, Locked Bag 12, Oakleigh, Vic 3166. Or email: streetmachine@bauer-media.com.au.



**THE DREAM IS 10s, BUT
IF I CAN RUN LOW 11s I'LL
BE REALLY HAPPY**

READERS' ROCKETS

SEND photos of your car and a few details of what went into the build to Readers' Rockets, *Street Machine*, Locked Bag 12, Oakleigh, Vic 3166 or email readerscars@bauer-media.com.au. Please note: Send us copies of prints as we are unable to return your photos.

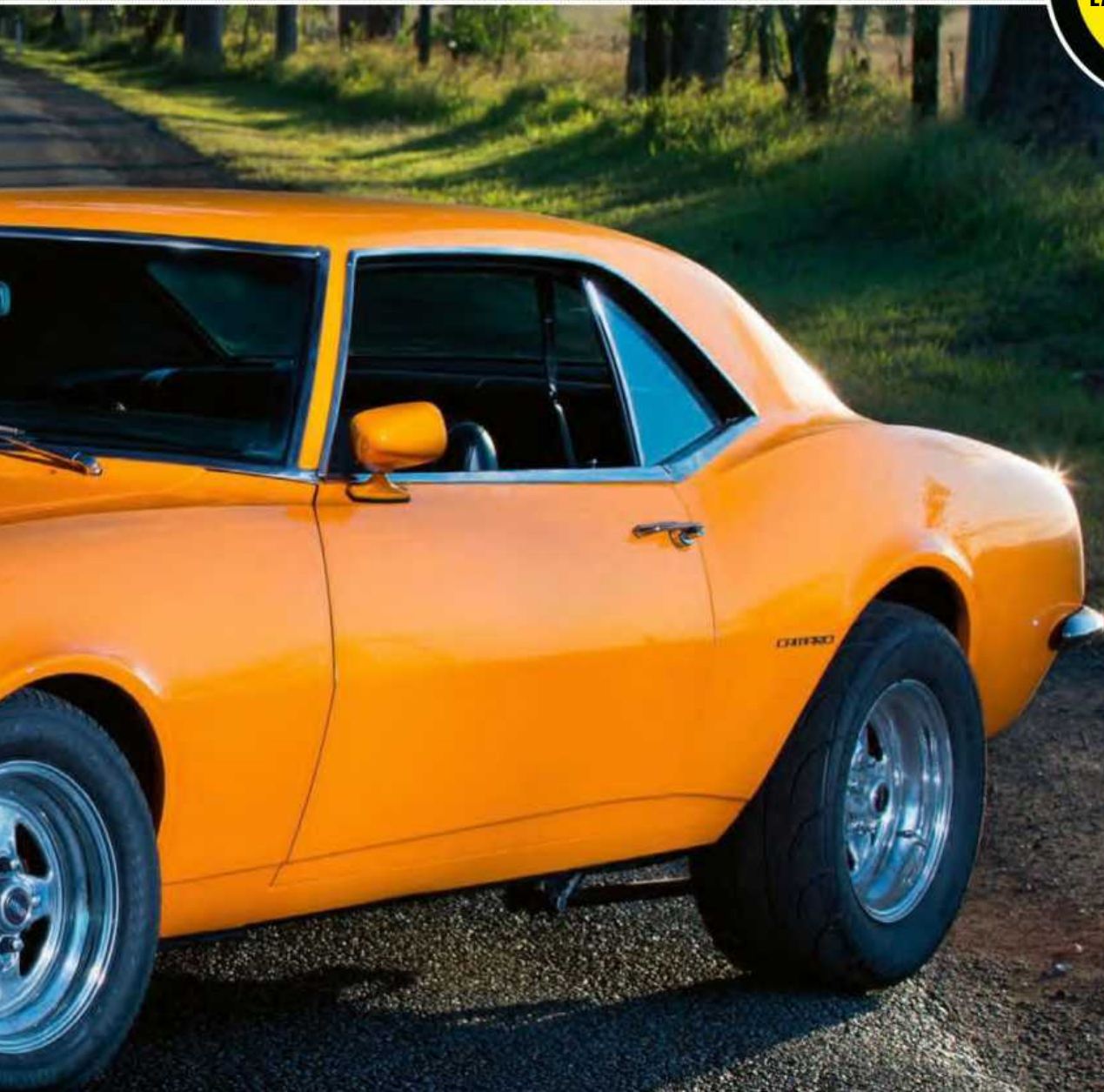
WIN! WIN one of three Eagle One gift packs, including Wax-As-U-Wash, 20/20 Glass Cleaner, Wax-As-U-Dry, Nev'r-Dull Wadding Polish and Wipe & Shine Detailer. See www.eagleone.com.au for info!



MITCHELL & ASHLEIGH BRADY 1968 CHEVROLET CAMARO

"MY DAD bought this Camaro off eBay back in 2006, as we had been talking about building a car together. It needed a lot of work; the motor was tired and the interior had been stripped out when the car arrived. A ProCharged 383 stroker was added, good for 540hp, shifting through a Turbo 400 to a nine-inch diff. It was meant to be my wedding car, but got written off about four months beforehand – the whole rear end was bent. Fortunately, Dad's friend Pat from Pat's Pro Restos & Refinishing got it all fixed and it was ready to go the day before the wedding. My parents wanted to sell the car, so my wife and I bought it off them. We use it as a weekend car, going to shows, seeing some mates and cruising." Photos: Steve Kelly

WINNER!
EAGLE ONE PACK





WINNER!
EAGLE ONE PACK



SAM CLARKE
HX HOLDEN KINGSWOOD DELUXE

"THIS is my '77 HX Deluxe. It originally ran a 253/Trimatic combo, but I replaced that with a Goodwrench 350 from Precision International and a T350 transmission. I also rebuilt the suspension and steering and changed the diff gears to 3.55:1, and she now rolls on Weld Pro Stars with Mickey Thompson rubber. The car is in really good original condition, including the paint – I like the stock look so I will probably just try to keep it as is." Photos: Amanda Wehr



STEVE HUMPHREY
1955 BEDFORD A2

"THOUGHT I'd show you some progress on my '55 A2 Bedford truck. I pulled it out of a bloke's paddock three years ago; it was originally the local wood-carting truck in Bendigo. A lot of work has gone into it so far and there are plans for a supercharged big-block to be dropped into it soon. Hope you like it."



DALE & TANYA ROBSON WB HOLDEN UTE

"THIS is my WB styleside ute, with a stock 253 and Trimatic and original interior. It's had a full ground-up resto and is awesome to drive. In fact, it drives way better than most new cars!"

TYRON STEMM 1967 FORD MUSTANG

"I BOUGHT my Mustang coupe 12 months ago. It was a tidy car to start with, but I've since replaced the brakes and lines and thrown a worked, fully balanced 302 Windsor in the engine bay. The block has been decked and I've added a Scat crank and rods, a stage 3 billet cam and a set of Aeroflow aluminium heads. It has a C4 'box with a stage 3 shift-kitted 3800rpm stall, and still has an eight-inch rear end – that's the next thing to change."



DAVE CAREY BUICK OPEL BY ISUZU

"MY BUICK Opel by Isuzu came from Michigan, USA but was originally a Texas car, according to the rego sticker still on the windscreen! These cars were built in Japan but sold via Buick dealers, replacing an earlier Opel model that had become too pricey to import from Germany. The Buick Opel by Isuzu was infamous for having three brand names but no actual model name – it certainly caused some confusion at the South

Australian rego department, but I'm proud to say it's officially regoed as a Buick! It runs a 1.8-litre Isuzu donk, woodgrain dashboard and plush carpet, but strangely these cars missed out on simple luxuries like a trip meter and Jesus handles, and were afflicted with a bad case of 5mph bumpers. Insane bumperage aside, the body is 100 per cent Gemini. I love driving by myself, as it really makes people notice that this 'Gemini' is LHD!"



TONY & YVETTE WEBB 1970 CHEVY NOVA

"I BOUGHT the car from a mate, just to drive while my Torana was away. It now has an alloy-headed 500-cube Chev that drinks pump E85, built by Abbott Engine Reconditioning, along with a manualised, transbraked T400, and 315 radials under the back hooked up to a 35-spline Strange centre and CalTracs.

With the old engine, with less cubes and a 100-shot, it ran low 10s, so I have no doubt it'll comfortably run a 10 when I eventually take it to Willowbank. I've driven my son to school in it, raced it at Lakeside Street Drags and Chrome Bumper days, and taken it on local cruises." Photos: Steve Kelly



TROY SUMMERHAYES 1975 HJ HOLDEN PANEL VAN

"IN MY younger years I owned a windowless HX panel van, and 20 years on I decided it was time again to own a piece of our history, so I bought this matching-numbers 1975 HJ, with a factory 308 and M21 four-speed. The van was last registered in 1988; the original owner died and his parents kept it in storage for 23 years. He had purchased

it brand new, and I have been told it was his pride and joy. I contacted the original owner's father to tell him of my intention to do a full restoration on it and bring it back to its former glory, just the way it would have rolled off the line. He was very happy and said he would love to meet me and see it when it's finished, so I'll use that as

motivation as I progress through the build. Currently the cab has been separated from the chassis and both have been stripped, awaiting the nod from the panel beater/painter, who was surprised at the van's condition – the panels are very straight, with only one minor rust repair required in the left-hand lower quarter."



ONE STOP AUTO ELECTRONIC & MECHANICAL CENTRE

- ✓ INSTRUMENTATION REPAIR
- ✓ CUSTOM DIAL DESIGN
- ✓ NAVIGATION/AUDIO REPAIR & INSTALL
- ✓ CUSTOM ELECTRONIC CIRCUITS
- ✓ CAN BUS INTEGRATION
- ✓ EFI CONVERSIONS
- ✓ HIGH PERFORMANCE DYNO TUNING
- ✓ GENERAL AUTO SERVICE
- ✓ LICENCED RWC TESTER
- ✓ IN HOUSE SCREEN PRINTING
- ✓ REVERSE CAMERA
- ✓ INSTALLS ALL MODELS!



HOLDEN VF COMMODORE PADDLE SHIFT

Designed and Manufactured by Overline, this kit will allow you to have paddle shift on your VF Series 1 Holden. The kit is supplied complete with steering wheel and everything you need for fitment to your vehicle.

FASCIA KIT

Designed and Manufactured by Overline Technology our fascia kit will allow you to integrate Single or Double Din after-market stereo systems in place of the Holden's ICC in your VE Commodore, while maintaining the use of your heater control functions through our integrated touch panel.

Our kit also allows you to preserve the use of your steering wheel controls as normal, for volume up/down, previous/next track etc when using Pioneer, Alpine or Clarion head units. These units are made to order to suit your requirements.



CUSTOM HIGH PERFORMANCE

HOLDEN/BUICK V6'S

We specialise in building high-performance Holden/Buick V6 engines, customised to the specific needs of your vehicle.

Most engine modifications are done in-house. We also manufacture custom parts, inlet manifolds, sump and rocker covers as required for specific applications.



Engine building is our passion, and we still run and develop these engines in our own vehicles, both blown and naturally aspirated.

CONTACT

SICSIX.COM.AU



T: 07 4035 3188

E: INFO@SICSIX.COM.AU

Ph (03) 9561 2366 www.overline.com.au

Overline Technology Pty Ltd 59E Glenvale Crescent, Mulgrave, Victoria, 3170

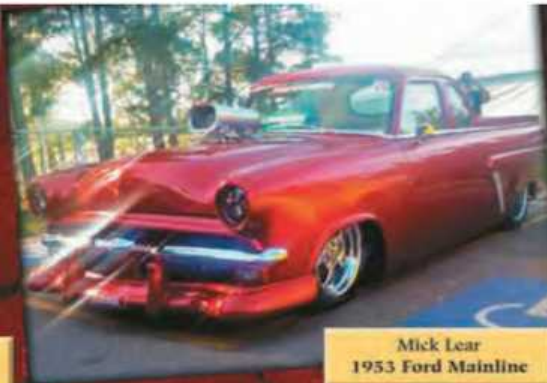
*Award Winning
Hot Rods and
Street Machines...
Built to Drive!*

WORKSHOP Chassis Building & Modifications ★ Rust Repairs and Body Work ★ Custom Body Modifications ★ Turn Key Cars and Full Restorations ★ Custom Paint ★ Engine & Transmission Swaps ★ Brake and Suspension Upgrades ★ Custom Exhaust ★ Interior Trimming ★ Insurance Work and more!

SHOWROOM Engine Performance Parts & Accessories ★ Driveline Components ★ Suspension & Brake Components ★ Body and Trim Pieces ★ Gauges & Lighting Interior Components ★ Electrical Accessories ★ Fasteners ★ Hoses & Fittings and more!



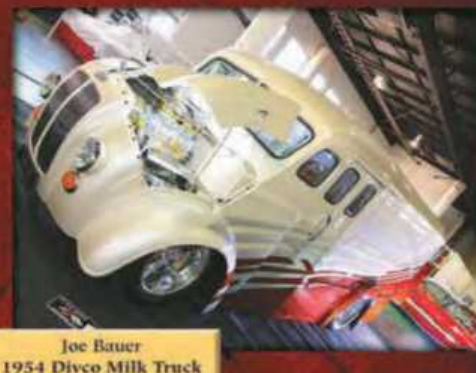
Sonia Piggins
1934 Ford Roadster



Mick Lear
1953 Ford Mainline



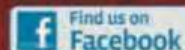
Peter Goodger
1934 Ford Coupe



Joe Bauer
1954 Divco Milk Truck

OZ RODS

**Hot Rod &
Street Machine
Specialists**



Find us on
Facebook

38 Nealdon Drive
Meadowbrook, QLD

Mon-Fri 8.00am-5.00pm
Sat 8.00am-12.00pm

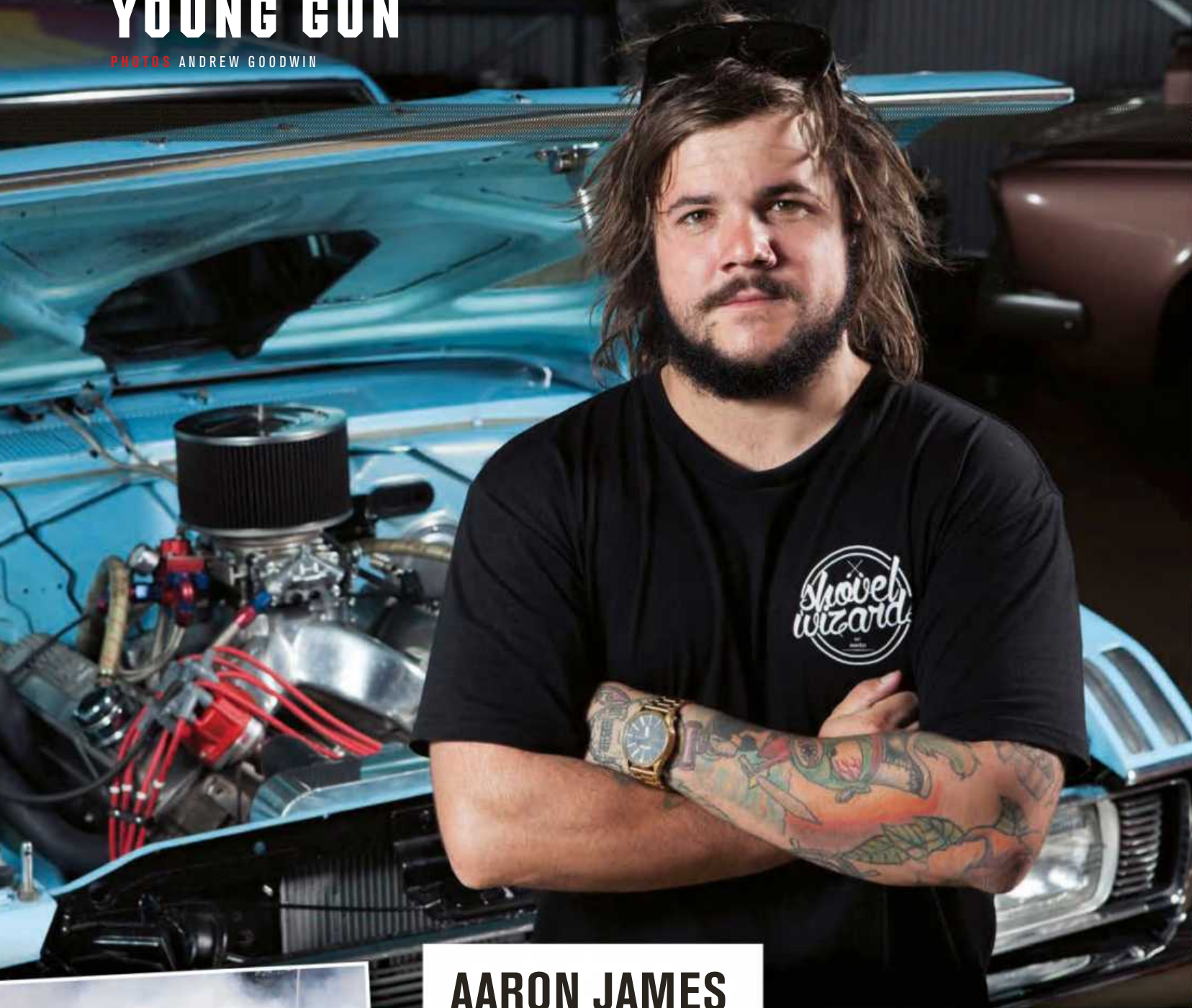
Ph 07 3805 7155

Fax 07 3805 7166 Email sales@oz-rods.com

www.oz-rods.com

YOUNG GUN

PHOTOS ANDREW GOODWIN



AARON JAMES

> 22, YUNDERUP, WA

I HAD a VU SS burnout ute named THRASHA, but I hit the wall quite badly at the Motorplex [Google "Thrasha – worst wall hit ever at the Plex" for video!]. The damage was too much to fix, so I stripped the ute and the shell went off to a scrap-metal yard.

I bought a VX SS instead, and put the ute's motor, gearbox, trans cooler, diff, coil-overs, fuel cell and fuel pumps into that.

With JJ from Obsessive Customs lending a hand, we did the whole swap, including the vinyl wrap, in six days leading up to Gazzanats. It hasn't missed a beat since! Thanks to Justin Pitsikas from BYE Performance for tuning the car, and Boddington Tyre Services for supplying me with tyres at every car event.

As much as I love the skid car, my real passion lies with Valiants, and Mopars in general. I guess that's because my dad, Al James, has always been a Mopar man – he's got a big-block

'Cuda for cruising and a Ramcharger for racing.

I was counting my savings for a house deposit when my dad came inside and told me Jeff Clarke was selling his blue VG Valiant as a roller – an hour later we had the VG on a car trailer.

It was originally powered by a small-block, so I fabricated my own engine mounts to suit the Chrysler 440ci big-block. It's got Indy heads and manifold, and a 1050 Quick Fuel carb. The gearbox is a transbraked 727 with reverse pattern, running to a nine-inch diff with a full spool. I bought a set of Hedman Husler headers from the USA to suit the big-block, which exit through the fenderwell, and I made my own twin 3½-inch exhaust system for it.

The car has run an 11.2 on street tyres, and I reckon it has plenty more in it on some sticky rubber. I plan on putting a big stroker motor in it soon too. I'd like to thank my dad and Shane Page for all their help with the Valiant. 🛠️



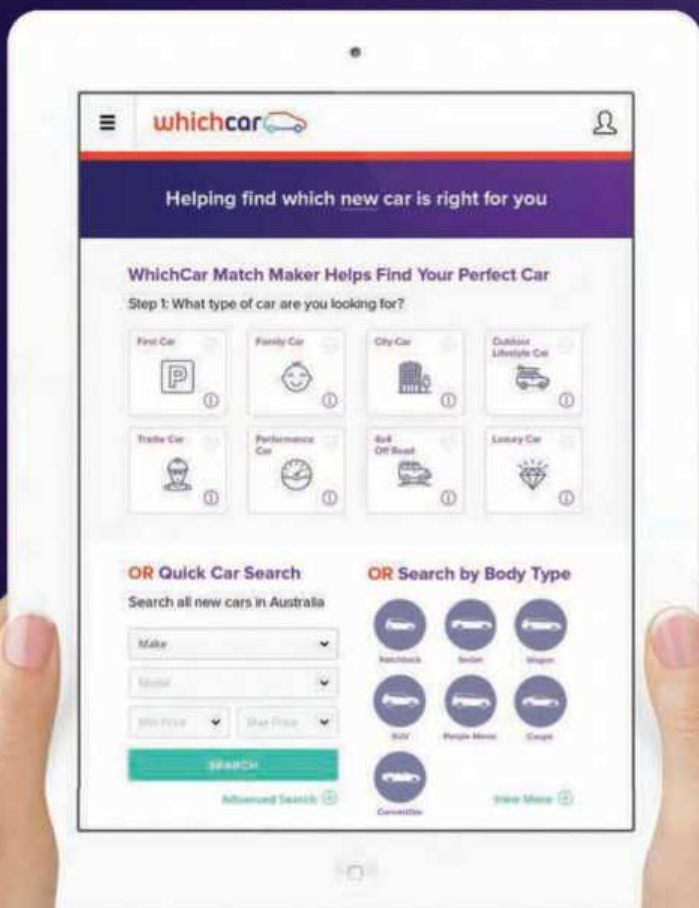
Aged around 21 or younger and have a neat ride? Send some pics and info to: Young Guns, *Street Machine*, Locked Bag 12, Oakleigh, Vic 3166 or email us at: younggun@bauer-media.com.au.



Get new car advice from the experts – not your **nephew**.

WhichCar puts the fun back into finding your new car.
Enjoy friendly, independent advice from the experts
at Australia's ultimate new car comparison site.

whichcar.com.au





whichcar 

> GAG OF THE MONTH

BRAINS ON THE TRAIN

THREE lawyers and three engineers have to travel by train to the same meeting. At the station, the lawyers each buy a ticket, but the engineers buy just one between them. When the lawyers ask why, the engineers coyly say: "You'll see."

They all board the train – the lawyers taking seats, but the three engineers all crowding into the bathroom. After the train has left, the conductor comes around and takes the lawyers' tickets. Then he knocks on the bathroom door and says: "Ticket, please." An arm stretches out from the bathroom and the conductor takes the proffered ticket and leaves. The lawyers are very impressed.

On the return trip, the lawyers propose to emulate the gearheads, so they buy only one ticket. But to their amazement, they notice the engineers don't buy a ticket at all. When asked, the engineers simply say: "You'll see."

So they all board the train and the lawyers and engineers cram into separate bathrooms to await the conductor. After a few minutes, one of the engineers emerges from the bathroom, goes over to the lawyers' bathroom, knocks on the door and says: "Ticket, please."

Wiley N Jinears, email

NICE PAINTJOB

A BLONDE, wanting to earn some money, decides to hire herself out doing home maintenance, and starts canvassing a wealthy neighbourhood. She goes up to a house, knocks on the door and asks the owner if he has any jobs for her to do.

"Well, you can paint my porch," he says. "How much will you charge?"

The blonde replies: "How about 50 dollars?"

So the man agrees and tells her that the paint and other materials she might need are in the garage.

A short time later, the blonde comes to the door to collect her money.

"You're finished already?" the man asks, surprised.

"Yes," the blonde answers, "and I had paint left over, so I gave it two coats." Impressed, the man reaches in his pocket and gives her \$50.

The blonde takes the money and is about to leave when she adds: "And by the way, it's not a Porch, it's a Ferrari."

Eino Kaas, email

WHILE HE'S NOT LOOKING

THE children were lined up for lunch in the cafeteria of a Catholic school. At the head of the table was a large pile of apples. A nun had written a note and stuck it on the apple tray: "Take only one. God is watching."

At the other end of the table was a large pile



> FUNNY FOTO

We've heard this restaurant is louse-y.

of chocolate chip cookies. One child whispered to another: "Take all you want. God is watching the apples."

Munjem Quick, email

SPECIAL TALENT

A WOMAN got married, but her husband was abusive. So she got divorced and married someone else, but he ended up running out on her. She got married again, but that husband failed in bed.

Finally, she put an ad in the paper: "Looking for a man who won't abuse me, won't leave me, and won't fail me in bed."

The next day, the doorbell rang. The woman opened the door to find a man with no arms or legs. "Hello, I saw your ad in the paper," he said. "I have no arms, so I can't hit you. I have no legs, so I can't run out on you."

"Okay, but how do I know you'll be good in bed?" the woman asked.

The man replied: "I rang the doorbell, didn't I?"

Hugh Jappenditch, email

WATCH THE BIRDY

A MAN walks into a bar and notices a bird sitting on a perch in the corner. "Hey, bartender," he says, "what kind of bird is that?"

"Oh," says Bob the bartender, "that's a Crunchy Bird!"

"I never heard of a Crunchy Bird," the patron says.

"Just watch," Bob replies. He takes a newspaper off the bar and throws it down on the floor, then he turns to the bird and says: "Crunchy Bird, my paper!" The bird swoops down and attacks the newspaper. He rips it to shreds until there's nothing left but tiny pieces of confetti.

"Wow!" the customer exclaims. "Can I try?"

"Be my guest," the bartender replies.

So the customer takes off his shoe, puts it on the bar and says: "Crunchy Bird, my shoe!" The bird flies down off the perch and picks the shoe up with his beak. He slams the shoe down on the bar and starts attacking it. In no time, the shoe is reduced to nothing but a few pieces of leather and

a shoelace. Then the bird flies back to his perch in the corner.

Suddenly a mean-looking guy walks into the bar. "Gimme a drink now!" he roars. The bar falls silent. He looks around and yells at the patrons: "What the hell are you clowns looking at?" The scared patrons say nothing. Then the bully notices the bird and says: "What the hell kind of stupid-looking bird is that?"

"That's a Crunchy Bird," bartender Bob says.

The tough guy laughs and yells: "Crunchy Bird, my eye!"

Ariel Eisaw, email

ON THE DOUBLE

AN ELDERLY couple have just gone to bed when they hear noises coming from the back shed. So the old man gets up, looks out the bedroom window and sees three masked men rummaging around the shed. Scared, he calls the police, but is told that they can't send an officer straight away as they're all attending to other calls.

A minute or so later, the old man calls the police again. "Don't worry about sending an officer," he says. "I shot the robbers and now the dogs are eating their bodies!"

In no time at all, police are all over the place and capture the robbers red-handed. One of the cops asks the old man: "I thought you said you shot the robbers and your dogs were eating them."

The old man replies: "I thought you said there weren't any officers available."

Justin Thyme, email

> THOUGHT OF THE MONTH

The difference between stupidity and genius is that genius has its limits – Albert Einstein

STRANGER THAN FICTION

A MARRIED man was having an affair with his secretary. One day, their passions overcame them so they took off for her house.

Exhausted from the afternoon's activities, they fell asleep and awoke at around 8pm. As the man threw on his clothes, he told the woman to take his shoes outside and rub them through the grass and dirt. Mystified, she nonetheless complied and he slipped into his shoes and drove home.

"Where have you been?" his wife demanded when he entered the house.

"Darling, I can't lie to you," the man replied. "I've been having an affair with my secretary. I fell asleep in her bed and didn't wake up until eight o'clock."

The wife glanced down at his shoes and said: "You liar! You've been playing golf!"

Verrique Leffer, email

YOU'RE HIRED

AN INVESTMENT advisor decided to go out on her own. She was shrewd and diligent, so business kept coming in, and pretty soon she realised she needed an in-house counsel. So she began to interview young lawyers.

"As I'm sure you can understand," she said to the first applicant, "in a business like this, our personal integrity must be beyond question." She leaned forward. "Mr. Peterson, are you an honest lawyer?"

"Honest?" the applicant replied. "I'm so honest that my father lent me \$15,000 for my education, and I paid back every penny the minute I'd finished trying my very first case."

"Impressive. And what sort of case was that?"

The lawyer replies: "My father sued me for the money."

Eillette Uno, email

SLUR ON MY CHARACTER

LATE one Friday night a policeman spotted a man driving very erratically through the streets of Dublin. He pulled the man over and asked him if he had been drinking that evening.

"Aye, so I have," the man replied. "'Tis Friday, you know, so me and the lads stopped by the pub where I had six or seven pints. And then there was something called Happy Hour, and they served me these nice cocktails, and I had four or five o' those."

"Then I had to drive me friend Mike home and o' course I had to go in for a couple of Guinnesses – couldn't be rude, you know."

"Then I stopped on the way home to get another bottle for later." The man fumbled around in his coat until he located a bottle of whisky, which he held up for inspection.

The officer sighed, and said: "Sir, I'm afraid I'll need you to step out of the car and take a breathalyser test."

Indignantly, the man said: "Why? Don't you believe me?"

Matt Urravonna, email

COME AGAIN?

GOD was talking to Adam and Eve one day. "Well, you two," he says, "I only have a couple more goodies left to hand out before my job is done. Which one

of you wants to be able to pee standing up?"

Adam raises his hand and yells: "Me, me, pick me!" So God obliged.

God looks at Eve and says: "Well, Eve, it looks like you're stuck with the multiple orgasms."

Maura Rauzelle, email

FACE THE FACTS

A PRIMARY school teacher notices one of her students making faces at other kids in the playground, so she stops to gently reprimand the child.

"Johnny," she says, "when I was a little girl, I was told that if I made ugly faces, the wind would change and my face would stay that way forever."

Little Johnny looks up and replies: "Well, Mrs Smith, you can't say you weren't warned."

Anil Winde, email

THE PARENT TRAP

THOMAS is 32 years old and still single. One day a friend asks: "Why aren't you married? Can't you find a woman who will be a good wife?"

"Actually, I've found many women I wanted to marry," Thomas replies, "but when I bring them home to meet my parents, my mother doesn't like them."

His friend thinks for a moment and says: "I've got the perfect solution – just find a girl who's just like your mother."

So a few months later they meet again and his friend asks: "Did you find the perfect girl? Did your mother like her?"

Thomas frowns and answers: "Yes, I found the perfect girl. She was just like my mother, and you were right, my mother liked her very much."

"Then what's the problem?" the friend asks.

Thomas replies: "My father doesn't like her."

Khan Twinne, email

HEAVENS ABOVE

EVERYBODY on earth dies and goes to heaven. God comes and says: "I want the men to make two lines – one line for the men that dominated their women on earth and the other line for the men that were dominated by their women. I want all the women to go with St Peter."

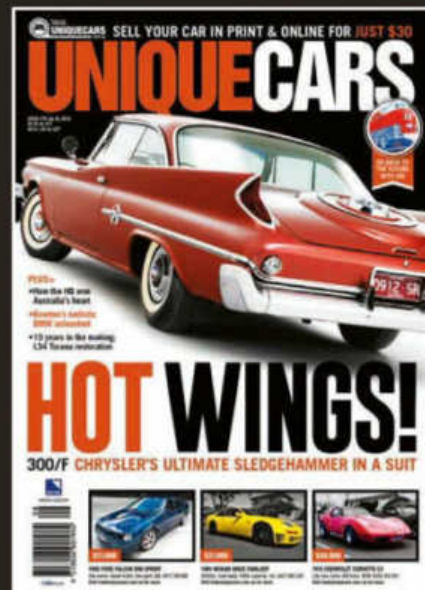
So the men and women arrange themselves accordingly. The next time God looks, the women are gone and there are two lines. The line of men that were dominated by their women stretches as far as the eye can see, but in the line for men that dominated their women, there's only one man.

God gets mad and says: "You men should be ashamed of yourselves. I created you in my image but you were all dominated by your mates. Look at the only one of my sons who stood up and made me proud. Learn from him! Tell them my son, how did you manage to be the only one in this line?"

And the man replies: "I don't know, my wife told me to stand here."

May Treearkle, email

FIND YOUR NEXT *Street* MACHINE ONLINE WITH



\$30,000

1967 PONTIAC LAURENTIAN. Only model in original concours condition left in the world. Repainted back to metal three years ago and cloth interior is unmarked. Has won many shows, trophies included. QLD. 0421 384 532. Visit tradeuniquecars.com.au for more.



\$34,950

1957 CHEVROLET TASK FORCE 3100. Newly-serviced 327ci small-block Chev mated to a 700R4 trans. Chrome tyres in excellent condition. Comes with all import papers. Rust-repair work required. VIC. 0410 438 009. Visit tradeuniquecars.com.au for more.



\$70,000

1996 HOLDEN VS COMMODORE HSV GTSR. Completely original and number 81 of 85 ever made. Excellent condition. Won many car shows in New Zealand and currently located in Auckland, NZ. 006421874300. Visit tradeuniquecars.com.au for more.

hi Octane
Performance Coatings
**AUSTRALIA'S BEST
CERAMIC COATINGS**

**QUALITY
GUARANTEED!**

www.PERFORMANCECOATING.com.au
TEL: (02) 9638 4643

- TURBO HOUSINGS
- BRAKE CALIPERS
- EXHAUST SYSTEM
- ENGINE INTERNALS
- VALVES and SPRINGS
- SUSPENSION COMPONENTS
- RACE, STREET or SHOW
- CARS, BIKES, BOATS

**We also do
Candy Powder
Coating**




**IS YOUR CUSTOM VEHICLE BUILD
COSTING YOU TIME AND MONEY
THAT YOU CAN'T AFFORD?**

This FREE report/tip sheet will help you get on track and take control of your project.

**SIMPLY TYPE
BIT.LY/VOODOOROD
TO DOWNLOAD
YOUR FREE REPORT.**

Voodoo
ROD AND CUSTOM
Rides That Roll

voodoorodandcustom.com.au

**THE
CONVERTOR
SHOP**



TORQUE CONVERTOR SPECIALISTS

- EXCHANGE CONVERTORS
- HI-STALL CONVERTORS
- INDUSTRIAL CONVERTORS & PARTS
- PERSONALISED SERVICE

THE CONVERTOR SHOP
Unit 2, 24 Porter Street, HEMMANT
Ph: (07) 3390 8824 Fax: (07) 3390 8837

**To advertise in
Street
MACHINE
GASOLINE ALLEY call**

Brand Sales Manager
Joseph Lenthall
jlenthall@bauer-media.com.au
0401 553 112

Victoria
Bruce Williams
bruce@overdrivemedia.com.au
0418 349 555

Queensland
Todd Anderson
todd@motormedia.com.au
0409 630 733

**HURRY LIMITED
PLACEMENTS AVAILABLE**

Dont miss your chance to reach over 334,000 READERS EVERY MONTH

**Horsepower World
Racing Engines &
Performance Parts**

PROCHARGER
PERFORMANCE SYSTEMS



facebook
FIND US ON FACEBOOK

**TUFF STREET, RACE & CUSTOM
BUILT PERFORMANCE ENGINES**
LS - Chev - Ford - Holden - HEMI

**THE BEST PROCHARGER DEALS
IN AUSTRALIA (Try Us?)**

ALL PERFORMANCE PARTS

**... FREE DELIVERY ...
FOR ANY ENGINES BETWEEN
MELBOURNE & SYDNEY**

Phone: (02) 60 242 697
www.horsepowerworld.com.au

**Automotive
CERTIFICATIONS**

QUEENSLAND TRANSPORT MODIFICATION PLATES

LA1 LA2 LA3 LA4 LB1 LB2 LG1 LG2 LH1 LH2 LH3 LH4
LH5 LH6 LH7LK1 LK2 LK6 LK8 LI7 LM1 LO1 LO2 LO3
LO4 LO5 LO7 LO8 LS1 LS2 LS3 LS4 LS5 LS6 LS9
LS10 LT1 LT2 LT4 S1 S2

2/13 Focal Avenue Coolumb Beach, QLD 4573
T: 07 5471 7296 F: 07 3036 6198 M: 0437 634 277
automotivecertifications@gmail.com
www.automotivecertifications.com.au
ABN: 41 656 279 192
Mobile Service Brisbane to Cairns

Our clay bar isn't hazardous to your paint—it's just firm enough to pick up the bad stuff, without being too aggressive. Created to remove the particulate debris and contaminants that washing and polishing can't. Follow up with complete waxing.

Spray

Clay

Wipe Away

MOTHERS
Polishes • Waxes • Cleaners
mtag.com.au • detailguide.com
facebook.com/motherspolishaustralia

Available from all quality automotive retailers



Street MACHINE

GASOLINE ALLEY

PERFORMANCE IGNITION SERVICES

MANUFACTURER OF SCORCHER™ DISTRIBUTORS & IGNITION COMPONENTS

- ▶ SCORCHER™ DISTRIBUTORS for most vehicles
- ▶ Distributors OVERHAULED & RECURVED, REPAIRED & RESTORED
- ▶ Points to electronic CONVERSION
- ▶ Distributor & coil TESTING
- ▶ SPARK PLUG LEADS made to order

SCORCHER

Factory 47/41-49 Norcal Rd, Nunawading VIC 3131
e: technical@performanceignition.com.au

03 9872 3644 www.performanceignition.com.au
Australia wide service. Same day turn around

Castlemaine ROD SHOP



ONLY
\$250
A PAIR

High Performance engine mounts to suit a wide range of engine conversions.
Our engine mounts come with A Life Time Warranty!

WWW.RODSHOP.COM.AU

BLISS CUSTOM MACHINING

STEALTH MAGNUM GRIP WITH BUTTON ACTUATOR



Stealth side plate with integral 12 volt button. Fits all B & M Magnum Grip shifters and TCI shifters, with the button on the right hand side specifically for Aussie vehicles.. Button can activate two step ignition, transbrake or nitrous system. Works with 12 volt system.

AVAILABLE IN RAW, POLISHED AND BLACK ANODISED FINISHES. **AUSTRALIAN MADE!!**

ANDREW - 0403 324 266 MEGAN - 0408 728 250
WWW.BLISSCUSTOMMACHINING.COM.AU

LOWE Fabrications

0417 417 470

Australia's leading supplier of Commodore engine bay aesthetic enhancements. Talk to the trophy-winning, industry-acclaimed engine bay specialists about your Commodore today!

ONE-MACHINED BILLET ALLOY DRESS CAPS FOR ALL COMMODORE MODELS



One and two-piece billet strut tops VB-VE • Billet 308ci timing covers
• VB - VL stainless steel scuff plates (polished or satin) • Brand new VE range
• Stainless steel fabrication • Stockists of Tuff Mounts

WWW.LOWEFABRICATIONS.COM.AU

Email: info@lowefabrications.com.au

ROCKET

The Leaders in Performance Products

The Australian distributor of the biggest performance brands in the world.
Best parts, right price.



Visit our website
www.rocketind.com
or call one of our friendly staff on
(02) 8825 1900
Trade enquiries welcome



AIR RIDE SUSPENSION SYSTEMS FOR RODS, CUSTOMS, CLASSICS & STREET MACHINES

QUALITY GEAR THAT LASTS!

- Importers and distributors of high quality air suspension components from all the leading US manufacturers.
- Large range of electrical components including wiring kits, door popper kits and digital instrumentation.
- Competitive pricing guaranteed.
- Full catalogue on line.



03 9729 5556

www.airide.com.au



• Motorcycles • Buses
• Cars • Trucks
NSW VSCCS Certifier ALL AREAS
Contact: Troy Brodie 0423 183 624
bluexp@optusnet.com.au

GET WIRED WITH BLUEWIRE

Universal Wire Harness
5-Circuit Wire Harness
10-Circuit Wire Harness
15-Circuit Wire Harness
24-Circuit Wire Harness

Factory Fit Wire Harness
Ford Falcon 1960-1965
Ford Mustang 1964-1968
Ford F100 1953-1972
Chevrolet 1955-1957
Chevrolet Impala 1959-1960
Chevrolet Camaro 1967-1980
Holden HK/HG/HT 1965-1971
Holden HQ/HX/HZ 1971-1980

bluewireautomotive.com
042 239 2797 service@bluewiremotorsport.com

SUNDAY TOO FAR AWAY

Send your photos of fun with cars to: Sunday Too Far Away, *Street Machine*, Locked Bag 12, Oakleigh, VIC 3166, or email high-resolution images (1mb+) to: sundaytoofaraway@bauer-media.com.au. Please send copies of prints as we are unable to return your photos.

WIN! WIN one of three Mothers packages, including glass cleaner, carnauba cleaner wax, car wash, polishing pads, a pack of microfibre towels and more! See www.mothers.com for details.



DARREN ARCHIBALD



ANDREW DAVIS

WINNER!
MOTHERS PACK



SCOTT RANKINE

WINNER!
MOTHERS PACK



ANDREW TRIMBOLI



ALASTAIR RITCHIE



KIM BELCASTRO

BARRY FELDMAN



CALLIE MILNE



NATHAN JACOBS

REDMOND

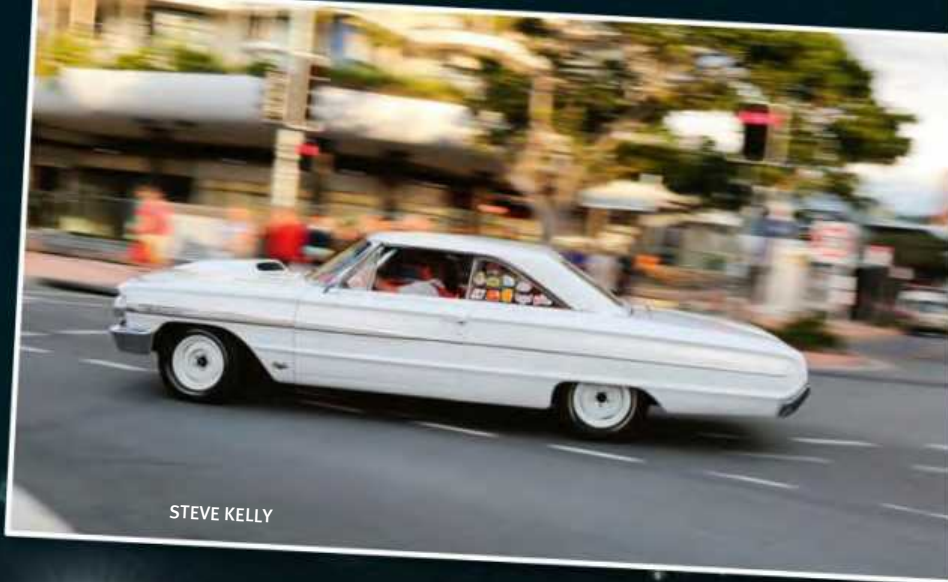


DARRYL SMITH

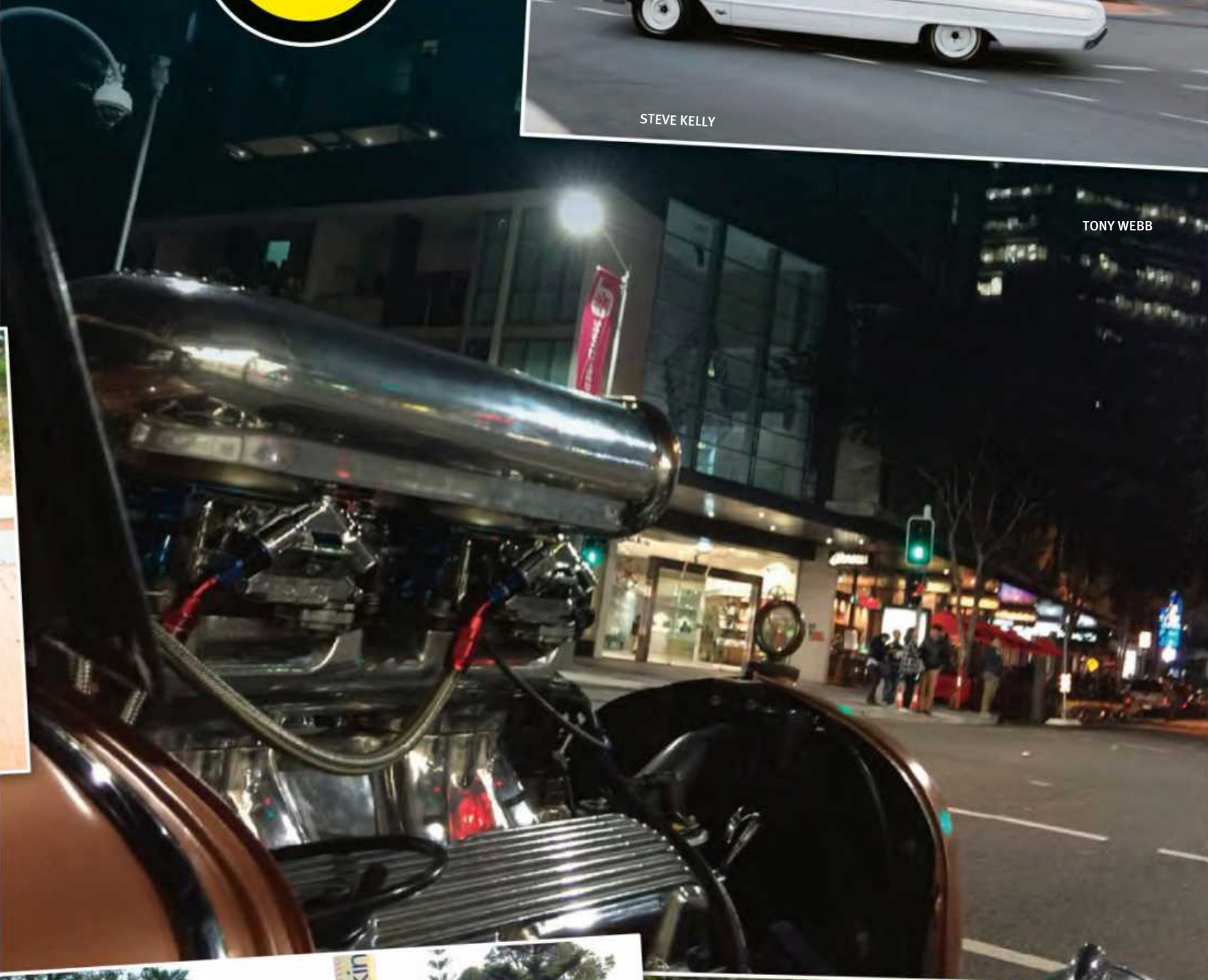


DARREN GELVEN





STEVE KELLY



TONY WEBB



DARRYL HONEYBONE



ALASTAIR RITCHIE

MILL OF THE MONTH

STORY ANDREW BROADLEY PHOTOS NATHAN JACOBS



TWIN-TURBO 5.0L FORD COYOTE V8

> HERROD MOTORSPORT, THOMASTOWN, VIC

WITH all the hype surrounding LS engines and their seemingly limitless potential in boosted applications, it's easy to gloss over the fact that the Blue Oval now packs one hell of a counterpunch with its Coyote 5.0L DOHC bent-eight.

American tuning houses are yielding awesome results with turbocharged Coyotes, and Armageddon Turbo Systems is leading the charge with its range of crate engines and forced induction solutions to suit.

The really great news is that Aussie tuning powerhouse and Ford specialist Herrod Motorsport has partnered with Armageddon to make its range of go-fast Coyote hardware available Down Under. This rather fearsome-looking example has been prepared by Herrod for an Australian customer, and it's a very stout package.

"This is an Armageddon MPS1500-equipped 5.0L Coyote engine, and it's rated to handle over 1000kW with turbocharged boost," Rob Herrod explains. "This particular engine has been on a dyno and put out more than 1040kW on about 2bar of boost pressure." In the old money, we're talking around 1400hp on 30psi – serious numbers.

To a brand new Coyote cylinder block, Armageddon adds its proprietary CNC cylinder wall supports and full-length pressed and pinned steel sleeves for added structural integrity. A new Boss 302 crankshaft is employed, along with Manley I-beam rods, Manley forged pistons, Total Seal rings and ARP 2000 hardware.

In this instance, twin Garrett GTX3582R turbochargers have been fitted, along with a dual-inlet, single-outlet air-to-air intercooler, and a supplementary water/methanol injection system that is introduced at extremely high boost pressures.

LS owners, you are officially on notice! 🏁



RACE-READY: Locally, the Coyote has been fitted to FPV and XR8 models for some years, but Armageddon's range-topping MPS1500 is a big step up from the factory offering. "Standard 5.0L Coyote blocks do have their limitations, but this one has been reinforced to handle more than 1000kW in racing conditions," Rob Herrod says

MADE BY AUSTRALIANS FOR AUSTRALIANS!

AUSSIE

DESERT COOLER

HIGH PERFORMANCE RADIATORS



New!

ASK FOR THE
COMBO PACK
WITH THE LOT

STREET AND STRIP
\$790.00

BURNOUT KING
\$890.00

HOME OF THE TRIPLE FLOW



By building internal walls in the radiator, the coolant passes through the radiator three times resulting in three separate exposures to temperature dropping air-flow, with no adverse flow restriction. The result is an average 15% reduction in radiator outlet temperatures.

All Prices Include GST.

Prices are subject to change without notice.

CHEV '34 - '39 4 ROW DESERT COOLER TO SUIT SMALL BLOCK
CHEV '55, '56, '57 4 ROW DESERT COOLER TO SUIT SMALL BLOCK
CHEV '66, '67, '68 4 ROW DESERT COOLER TO SUIT SMALL BLOCK
FORD A MODEL '28 & '29 4 ROW DESERT COOLER TO SUIT S/B CHEV OR FORD
FORD A MODEL '30 & '31 4 ROW DESERT COOLER TO SUIT S/B CHEV OR FORD
FORD '1' BUCKETS 4 ROW DESERT COOLER (Will cool big block) - ALL MOTORS
FORD '32 - '38 4 ROW DESERT COOLER TO SUIT S/B CHEV OR FORD
FORD '39 - '46 4 ROW DESERT COOLER TO SUIT S/B CHEV OR FORD
FORD MUSTANG 3 ROW DESERT COOLER TO SUIT MOST MODELS
FORD MUSTANG 4 ROW DESERT COOLER TO SUIT MOST MODELS
FORD XY, GT, HO, 3 ROW DESERT COOLER TO SUIT CLEVELAND OR WINDSOR
FORD XY, GT, HO, 4 ROW DESERT COOLER TO SUIT CLEVELAND OR WINDSOR
FORD XA - XB 3 ROW DESERT COOLER TO SUIT CLEVELAND
FORD XD - XF 3 ROW DESERT COOLER TO SUIT CLEVELAND
FORD XD - XF 4 ROW DESERT COOLER TO SUIT CLEVELAND
FORD CORTINA 3 ROW DESERT COOLER TO SUIT 6 CYL/V8
FORD CORTINA 4 ROW DESERT COOLER TO SUIT V8
VALIANT 3 ROW DESERT COOLER TO SUIT 6 CYL & SMALL BLOCK V8

Single Pass	Triple Flow	Aluminium
721	842	790
704	808	790
704	808	790
721	842	790
721	842	790
721	842	790
721	842	790
721	842	790
468	561	790
655	754	790
473	545	790
627	655	790
457	539	790
418	506	790
627	655	790
528	611	790
627	743	790
479	545	790

VALIANT 4 ROW DESERT COOLER TO SUIT V8 (WILL COOL 440)
HOLDEN FJ - EK 3 ROW DESERT COOLER TO SUIT HOLDEN 6
HOLDEN FJ - EK 4 ROW DESERT COOLER TO SUIT S/B CHEV
HOLDEN EH 3 ROW DESERT COOLER TO SUIT HOLDEN 6
HOLDEN EH 4 ROW DESERT COOLER TO SUIT S/B CHEV
HOLDEN HO-HR 3 ROW DESERT COOLER TO SUIT HOLDEN 6
HOLDEN HO-HR 4 ROW DESERT COOLER TO SUIT S/B CHEV
HOLDEN HK-HZ 3 ROW DESERT COOLER TO SUIT HOLDEN 6
HOLDEN HK-HZ 3 ROW DESERT COOLER TO SUIT HOLDEN V8
HOLDEN HK-HZ 4 ROW DESERT COOLER TO SUIT S/B CHEV
HOLDEN WB 4 ROW DESERT COOLER TO SUIT S/B CHEV OR HOLDEN V8
COMMODORE 3 ROW DESERT COOLER TO SUIT HOLDEN V8
COMMODORE 4 ROW DESERT COOLER TO SUIT S/B CHEV OR HOLDEN V8
TORANA LC-LJ 3 ROW DESERT COOLER TO SUIT HOLDEN 6
TORANA LC-LJ 4 ROW DESERT COOLER TO SUIT S/B CHEV OR HOLDEN V8
TORANA LH-LX 3 ROW DESERT COOLER TO SUIT HOLDEN 6
TORANA LH-LX 4 ROW DESERT COOLER TO SUIT S/B CHEV OR HOLDEN V8
FORD F100 - '70 - '79

Single Pass	Triple Flow	Aluminium
578	688	790
446	534	790
594	682	790
446	534	790
594	682	790
325	374	790
600	660	790
350	385	790
350	385	790
506	556	790
578	688	790
360	396	790
506	556	790
347	429	790
506	556	790
340	369	790
506	556	790
583	699	790

WWW.AUSSIEDESERTCOOLER.COM.AU

34 MACQUARIE DRIVE, THOMASTOWN, VIC, 3074

FAX: 03 9465 8303 → WE FREIGHT WORLD WIDE!

03 9465 8806

Tech Support: norm.hardinge@aussiedesertcooler.com.au

THREE YEAR WARRANTY ON ALL RADIATORS

THE NEXT GENERATION OF V8 ENGINES ARE AVAILABLE NOW!

- Unique block casting, Cylinder head design & Oiling system.
- Direct Injection and continuously Variable Valve Timing.
- Rated at 460 hp and 465 lb-ft of torque.

LT1

LS3 6.2 Litre

3 versions available



- (A) 430HP @ 5900 RPM
424 FT/LBS @ 4600 RPM
(B) 480HP @ 5750 RPM
475 FT/LBS @ 4500 RPM
(C) 515HP @ 6500 RPM
469 FT/LBS @ 5000 RPM
All Compression Ratio: 10.7:1



LS7 7.0 Litre



505HP @ 6300 RPM
470 FT/LBS @ 4800 RPM
Compression Ratio: 11:1

LSA 6.2L

Supercharged



556HP @ 6100 RPM
551 FT/LBS @ 3800 RPM
Compression Ratio: 9.1:1

LSX 376

Long Motor



450HP @ 5900 RPM
444 FT/LBS @ 4600 RPM
Compression Ratio: 9:1

LSX 454

Long Motor



620HP @ 6200 RPM
590 FT/LBS @ 4800 RPM
Compression Ratio: 11:1

LSX 454R



750+HP & 600+ FT/LBS
Compression Ratio: 13.1:1
110 Octane Fuel Recommended

AUSTRALIAN AUTHORISED DISTRIBUTOR



**Our online store
is open 24/7**
eagleautoparts.com.au

We also stock a full range of old school Small & Big Block V8 Crate Engines

Call or visit one of our 3 Superstores

- ★ **MELBOURNE** Tel: 03 8710 3000 92 South Gippsland Hwy, Dandenong VIC 3175
- ★ **SYDNEY** Tel: 02 9781 1000 Cnr Fairford & Watson Rds, Padstow NSW 2211
- ★ **BRISBANE** Tel: 07 3442 8000 1 / 100 Park Rd, Slacks Creek QLD 4127

*Images are for illustration purposes only.



TC01186